

# THE L.A.W. BULLETIN AND GOOD ROADS



VOL. XXII. Boston, November 22nd, 1895. No. 21.



A Good Town to be From.

I would not live alway, I don't want to stay,  
I long for a region of bliss;  
I want to find some place that's far, far away  
From a town with its streets like this.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class Matter.

Price, 5 cents.

**PAID CIRCULATION. 37,445.**

“ON, STANLEY, ON.”

FOR SNAP SHOTS

Stanley—

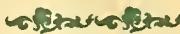
USE THE

Dry Plate, “50”

FOR LANDSCAPE WORK

WHERE TIME EXPOSURES ARE REQUIRED

USE THE Stanley “35”



*Among professional photographers the Stanley Plate  
is the favorite on account of its speed  
and fine chemical effects.*

*The Stanley Plate is sold by the principal dealers in  
photographic goods.*

*If your dealer does not handle them send direct to the factory.*

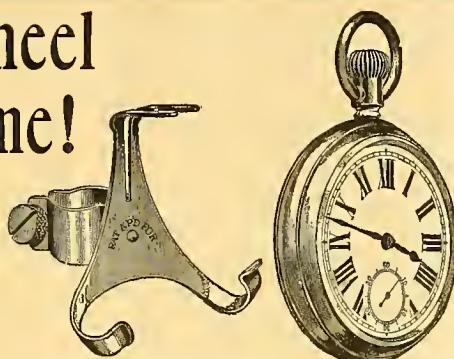


Address,

THE STANLEY DRY PLATE CO.

NEWTON, MASS.

# Wheel Time!



*View showing the Watch ready to be slipped into Holder.*

## The Trump Watch For Bicyclers

Has the best holder made.  
Fits handle or cross bar.

**Watch and Holder costs but \$3.00.**

For sale by all jewellers at this price anywhere in the United States.

**THE WATERBURY WATCH CO.,**

Send for Catalogue No. 70.

Waterbury, Conn.

*If interested, ask for special catalogue of ladies' watches also.*

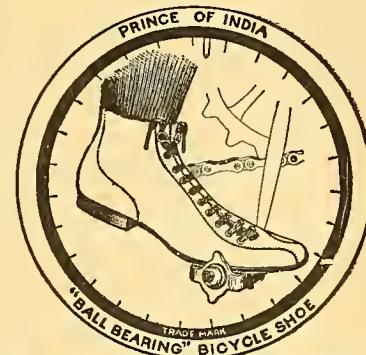


### MAINTAINING A BALANCE.

Recently a friend of the "bike" offered a suggestion through the BULLETIN as to an improvement in machines. He admitted that he was not a rider, but backed up his suggestion that the rider's weight be put closer to the ground, as it was a law of statics that the closer a load is to its point of support the more stable the system, arguing therefrom that wheels would be easier to steer and maintain in an upright position.

The fact is that, so far as maintenance of an upright position is concerned, the higher the rider is above ground the easier he retains his "balance." To prove this to our friend's satisfaction, let him take a long pole and set one end on his finger and see how much easier it is to keep upright than one of the same weight one-half or one-quarter of the length. If he is too busy to try, tell him to ask his little boy about it. This is the principle upon which the cycle depends for its "stability" and not upon the law of statics cited.

C. FRANCIS JENKINS.



*SEE THAT ABOVE TRADE-MARK IS ON HEEL.*

## "BALL BEARING" Bicycle Shoe FOR MEN AND LADIES.

"Fits and feels like a glove."

Made of celebrated "Prince of India" leather, with flexible corrugated soles. Pratt Lace Fasteners fasten laces without tying. All sizes, for men and women.

**Price, Black, \$3.00; Tan, \$3.50.**

Sold by leading shoe and sporting goods dealers, or sent prepaid on receipt of price.

**C. H. FARGO & CO., Manufacturers,**  
196-200 Market Street, - - - - CHICAGO.

Mention the L. A. W. BULLETIN.

### BELLS IN BELLEVILLE.

#### EDITOR L. A. W. BULLETIN:

I am sorry to inform No. 66,261 it is true that in Belleville, Ill., there is a law that "Every bicycle rider shall have a bicycle bell on his or her wheel and shall ring the bell when they get within fifty feet of the crossing.

And that no rider shall go at a higher rate of speed than eight miles per hour, and that all riders shall slow down to a four-mile gait when within twenty feet of crossings," or be fined for it.

An L. A. W. who knows.

#### EDITOR L. A. W. BULLETIN:

Answering No. 66,261, would say, we have a city ordinance requiring the use of a bell, but it has never been enforced with much rigor, and riders have not suffered much inconvenience.

ALBERT HUCKE.

BELLEVILLE, ILL.

### BRIEF BUT EXPRESSIVE.

#### EDITOR L. A. W. BULLETIN:

This way of small towns trying to copy after the large cities, by making laws keeping bicycles off the foot paths, when the mud in the lanes is sometimes nearly a foot deep, is most disgusting.

No. 89,384.

CAMDEN, NOV. 10.

# Good Time--Good Wear--Good Looks!

You can get all these, in a Nickel-cased Watch, for \$5.00. When you pay more it is because the manufacturing process is fenced about by a wall of expenses so high that Old Fogeyism cannot look over into "the promised land" of Popular Demand.

We eliminate all loose and costly methods attached to the manufacture and sale of watches. You may skip everything but time-keeping value, strength and beauty if you buy a New York Standard.

They come in Nickel Cases, Silver Cases, Filled Cases.

## New York Standard Watch Co.

### HE'S "AGIN" BOYS.

EDITOR L. A. W. BULLETIN:

I am not in favor of a change made pertaining to the age of a person eligible to membership in the L. A. W., as the League is not or should not be a League of American boys, but WHEELMEN. As for the boy reading the L. A. W. BULLETIN, he can obtain the BULLETIN by subscribing for it, at \$1.00 a year. He becomes a member at the age of eighteen and by the time he is twenty-one he then knows what senators and assemblymen to vote for for good roads. Therefore we don't want boys as "Wheelmen."

No. 72,312.

EDITOR L. A. W. BULLETIN:

In regard to the admission of members under eighteen years of age, I would suggest that it would be well to place the age limit at sixteen, but restrict those under eighteen from holding any office in the League, including representatives to division boards of officers. I think those we would gain as members would be welcome to our ranks.

BOSTON.

No. 17,069.

### LEGS AREN'T MATES.

EDITOR L. A. W. BULLETIN:

No. 71,164 will probably find the cause of the trouble in his left knee, is due to the fact that

"his right leg is longer than it really ought to be." Put a piece of rubber on the left pedal and raise the left foot according to the difference in length of leg, or use a crank shorter on the left side. G. W. WHITNEY, M. D., No. 71,191. AUBURN, N. Y., Nov. 9, 1895.

### "WHAT DO I GET FOR MY DOLLAR?"

EDITOR L. A. W. BULLETIN:

"Eddy" Croninger, of Covington, K. Y., has "tooted" his horn and sounded the keynote for the doubtful to open their ears and hear the truth of what the L. A. W. is doing for wheelmen and wheelwomen. There are dollars and dollars made and saved by joining the L. A. W. I kicked out of the harness one year, hurt no one's heels but my own, and acknowledged I was lonesome and losing both money and spirit, like a man acknowledged my sins and went back to that nest feathered with many privileges and brotherly love. For my part I get the L. A. W. BULLETIN each week, which is worth more to me than my dollar. Come, "at 'em again, Eddy," I am with you.

J. W. OVERSTREET.

BICYCLES require but little care, yet they do need that little.

THE first parasol was made of a rib taken from an umbrella.

# THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS  
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE  
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

**STERLING ELLIOTT,**  
**12 PEARL STREET, - - - BOSTON, MASS.**

SUBSCRIPTION PRICE:

ONE YEAR . . . . .	\$1.00
" " Special Club Rate, to League Members only .	.25

Editor: **STERLING ELLIOTT.**

Associate Editors :

NIXON WATERMAN.

ABBOT BASSETT.

NOVEMBER 22, 1895.

## THE MOTOR CARRIAGE

Is just now attracting public attention in a peculiar fashion; not because of its tangible presence, for it is in evidence scarcely more than are hen's teeth, but great work is being done "on the inside."

It has always been understood that whatever was mechanically possible, and was demanded by the people, would be promptly supplied by the mechanics of America.

The motor vehicle is quite within the possibilities and there is already a well-defined demand for it, hence we are prepared for its early introduction.

The race, or, more properly, the "contest for points," which was so widely advertised to come off Nov. 2, at Chicago, served as a poultice to help draw to a head much that was already working in the inventive blood of our mechanical philosophers.

It may have done more than that; it may have planted in many a fertile brain the seeds which, being nourished by still other offers, shall bud and bloom into the motor carriage of the future.

We are bound to assume the final success of the motor-propelled vehicle.

What will be its effect?

A few bicycle people see in it a threatened danger to the bicycle industries and are correspondingly alarmed.

Others see in it a possible addition to their manufacturing business.

A few carriage builders fear that this newcomer may complete the ruin which the bicycle has

Total number printed this week, . . . . . **38,500**  
Sent to paid subscribers, . . . . . **37,445**  
Samples to Advertisers, Exchanges, etc., **1,055**

started (in their minds), and that the old-fashioned carriage maker is to be out of a job.

We predict that the "motorcycle" will make an entirely new demand for itself, and will have, in various ways, a beneficial effect on both the other lines.

First it must have good roads, and good roads stimulate the development of whatever is built to run on roads.

The principal charm of the bicycle is in the personal exercise that goes with it.

The buyer of the motor vehicle will need a bicycle as much as he does now, just as the owner of a ship must keep a row boat.

The self-propelled carriage may, and probably will, displace many horses; but the aggregate number of vehicles used will be more than at present, so that it should stimulate rather than depress the carriage trade.

The amount of labor and material in a given carriage will be as much as at present, exclusive of the motor, and although some modifications will be made, the present carriage plant can easily adapt itself to the differences.

When the sewing machine came upon the market it was wildly predicted that it would cause untold suffering by throwing nearly all the sewing women out of employment. Everybody knows the result.

In the case of the motor carriage we predict that it will add greatly to the sum of human prosperity and happiness, and the only ones likely to suffer by it will be those who resemble the man told of in the bible. He was a friend of Noah's and was invited to get in out of the rain, but he persisted that there wasn't to be any flood. Finally, when the water was up to his neck, Noah, or it may have been one of the boys, looked over the gunwale and repeated the invitation to come under cover. He looked up at the clouds and said, "No, I thank you, I don't think it will be much of a shower."

The bicycle- or carriage-maker who lets the flood drown him out before he makes provision for a flood, will have no one but himself to blame.

The new order of things cannot take place suddenly, it will come about slowly enough to give every fairly active man a chance to see the handwriting on the wall.

We have no doubt but that the business men of this fast age will be fully equal to the occasion.

## HOW TO CUT OFF A DOG'S TAIL.

Who doesn't remember that time-worn story of the kind hearted man who for some reason wanted to cut off the latter part of his dog, and not wishing to hurt the animal too much he cut off an inch at a time.



### A GOOD DEAL ...

If backed by a maker who does not intend to jeopardize his business reputation by making bicycles which will not give satisfaction.

### NEW CLIPPERS ...

Are satisfactory bicycles; they are sold by responsible dealers (we will have no others).

### Our \$75.00 Business Bicycle,

Now in its third year, is the most durable wheel ever offered for the money. Our Catalogue tells more about it.

## GRAND RAPIDS CYCLE CO.

GRAND RAPIDS, MICH.

# A BICYCLE...

with up-to-date improvements and



That is Built  
That Runs..  
That Looks.  
That Stays . . . Right

THE AMERICA models  
include not only the usual  
straight bar frames, but the  
ORIGINAL AND IMPROVED  
“TRUSS” frame, made and  
patents owned by the . . .

**International Mfg. Co.**

73-75-77 Fulton St.,

CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

This is exactly what the L. A. W. has been doing for years with its amateurism.

First a winner of a race couldn't "sell or barter" his prize. Next the word "barter" was taken out. Then a racer might have his expenses paid by a club, then by a manufacturer. Now he can draw a salary for racing, and by stepping over the invisible line that divides the League from the outside world, he may race for money, and yet be under the control of the League.

All these changes have come in name some time after they existed in fact.

Laws should always be based on the condition of the governed.

The dog has suffered too many amputations already and his howling has attracted too much attention.

As a result of this state of things Mr. Potter proposes to take the tail off close up to the dog.

Something is likely to be done at the next meeting. What shall it be?

We propose as follows:

1. Take the word *amateur* out of the book.
2. Print "GOOD MORAL CHARACTER" in large capitals.
3. Classify men according to their speed and in no other way.
4. Let the manager of any given race, manage it.

### OUR WISH-BONE.

The day of feasting draweth nigh  
And scores of Turkeys soon must die.

Get one that's young, and nice, and fat,  
And stuff it full of this and that.

With sauce and cele~~R~~y and things,  
Make feast as Regal as a king's.

Ask friends and Kindred all to come  
And share the Kindness of the home.

Let thankful hearts with joy abound  
And scatter pleasure all around.

And may the happy wish come true,  
We beg to hereby send to you.

### THANKSGIVING.

What has the L. A. W. to be thankful for?  
Heaps!

It has nearly 12,000 more members than it had last Thanksgiving Day.

It has improved its standing in every way before the people and before the law.

The press, the pulpit and the public have eulogized it and the good work it is doing.

The good roads movement has gone forward as it never has before, and is now a forceful, living issue among the people.

The useful, health-giving, joy-bringing wheel is regarded more kindly and more intelligently, by all classes and ages, than it has been at any period in the past.

And the future is as bright as the past has been satisfactory.

Therefore buy a turkey and in the name of the L. A. W. have a good time.

Let us eat, drink and be merry, for to-morrow we may have a headache and not care a cent for the swellest feast in christendom.

#### The Popular Winter Custom.

"Praise God from whom all blessings flow,"  
(Here wrap your muffler round your throat.)  
"Praise Him all creatures here below,"  
(Now get into your overcoat.)  
"Praise Him above, ye heavenly host,"  
(Right here you put your rubbers on.)  
"Praise Father, Son and Holy Ghost."  
(By this time you are out and gone.)

#### "A LITTLE LEARNING."

It often happens, especially at this time of the year, that the daily paper runs its cycling department to a disadvantage owing to the necessity of frequently leaving the matter in the hands of a new man.

The new man sometimes means well, (or perhaps he means well *all* the time) and some other times he does well.

We clip the following collection of gems from a single issue of one of the greatest of the daily papers :

"Wheelmen who do not want to use any of the standard preparations on their chains should try a mixture of plumbago and graphite."

"Small leaks in pneumatic tires may be stopped by injecting a small quantity of milk."

"A little resin applied to a wrench will effectually prevent the slipping so often caused by a worn nut."

"Wheelmen who are annoyed by the holes made in their shoes by the sharp points of the 'rat trap' pedal may remedy the trouble by having steel plates put on the soles."

We would add to the above nuggets of wisdom, the following:

Broken bicycle spokes may be repaired by the judicious application of a little mucilage.

Chains which have become stretched may be reduced to their original length by washing them in the same tub with a woollen shirt.

Wood rims may be prevented from splitting by carefully taking out the spokes and hanging the rim in a damp cellar.

Cork handles may be protected by covering them with sheet iron.

TROUBLE is like fog, it looks thickest when seen from a distance.

THE handsome woman is inadvertently overlooked less frequently than is her plainer sister.

A WAITER never takes a tip: after he is dead.

**DIXON'S  
679  
CYCLE  
LUBRICANT**  
**DIXON CRUCIBLE CO., Jersey City, N. J.**

You will coast farther and ride easier by using it.

**NOTHING EQUAL TO IT.**

Sample will be sent for

15 cents.

WORTH DOUBLE THE MONEY.

**\$2.00 Per Pair. Wire-bound Wood Rims**

Cross Section.



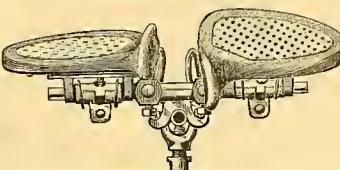
Pat. 1895

make Bicycle Wheels that can be ridden with deflated tires without injury, or on the naked rim in an emergency. Strongest for their weight and save expensive repairs.

Every owner of a "wheel" should know about them. Write for descriptive circular to makers,

**S. N. BROWN & CO.,  
St. Clair Street, - DAYTON, O.**

AN



#### Automatic Bicycle Seat

that tilts in perfect harmony with the motion of the legs.

It is in two sections, each independent of the other. Manufactured in Cane, Leather and Padded Seats, with and without springs.

Dr. F. J. Gruber, Grand Rapids, Mich.—"After practical experiences with your saddles, I give it the highest endorsement. It is the only common-sense saddle that I have seen, it entirely relieves the sensitive parts."

Ask your dealer in cycle goods to show it, or send for circulars to the

**AUTOMATIC CYCLE SEAT CO.**

441 Rood Block, Grand Rapids, Mich.

#### HENDEE'S SILVER KING BICYCLES.

**\$75.00 . . . Agents wanted.  
Get Catalogue.** GEO. M. HENDEE, Maker,  
SPRINGFIELD, MASS.

#### "NOT CHEAPEST BUT BEST." Trenton Cyclometers.



If you want an instrument on which you can depend, ask your dealer for "Trenton" and insist on seeing them. You are not obliged to buy them, but seeing is believing, and you will want no other after having seen them.

**Made of  
Aluminum.** TRENTON WATCH Co.,  
TRENTON, N. J.

Weight 2½ oz.

**THE L. A. W. UNIFORM.**  
The League Official Tailors,

**BROWNING, KING & CO.,**  
406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.

**PRIZE MEDALS  
CLUB PINS, ETC.**  
SEND FOR DESIGNS.  
**JOHN HARRIOTT, 3 WINTER ST.  
BOSTON, MASS.**

**The Umbrella.**

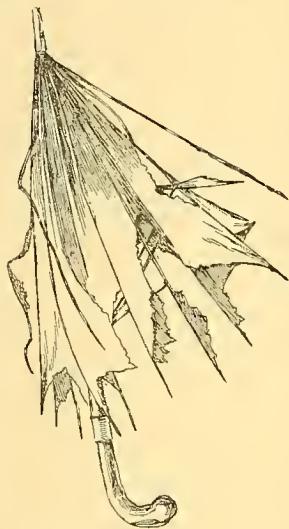
Oh, I'm an umbrella as you may observe,  
And as sporty as sporty can be,  
And I think I can boast of the right kind of  
nerve,  
For it's "put up or shut up" with me.

I'm not over-dainty, it don't matter what  
The weather we happen to get,  
I often go out when it's fearfully hot,  
And more frequently still when it's wet.

I am quite a detective and think I can name  
At least a full  
dozen or  
score

Whowhen they  
were stealing  
I've caught  
at their  
game,  
And I've shad-  
owed a good  
many more.

An umbrella's  
life is to me  
but a joke,  
And joy over-  
runneth my  
cup,  
But sometimes  
I meet an old  
friend who is  
"broke,"  
And with noth-  
ing that's  
worth put-  
ting up.

**WHY "MALE?"**

A Philadelphia theatre has this sign:—

**NO MALE PERSON ALLOWED TO  
WEAR A HAT IN THIS THEATRE.**

We move to amend by striking out the word  
"male."

**HOW DO YOU ACCOUNT FOR IT?**

Isn't it strange that an otherwise intelligent and kind hearted woman will go into a public audience room and sit down in front of other people without once stopping to think whether those behind her are being deprived of the view for which they have paid good money?

Isn't it also strange that millions of people will go on, year after year, enduring this utterly inexcusable nuisance?

An isn't it still more strange that when the man, who is experienced and incidentally bald, buys a seat down in front, his motive is questioned?

It never occurs to anybody that the elderly gentleman goes to the front just the same when its a negro minstrel show.

Baldness is merely an incident of age. Age implies experience, and experience has taught that the front seats are the only ones from which the performance can be seen.

"Womens' rights," indeed! Well, haven't they got several rights already that men haven't? Let any man who doubts it go into a theatre wearing a neat round top derby hat and sit down next to a woman who has on her head a case of "delirium trimmins" half as big as a bale of hay, and see which one of them gets thrown out.

They call it gallantry, we call it idiocy.

The women are not to blame, they are annoyed as much as anybody, possibly more, but its *fashionable* to wear 'em. Make it unfashionable and there would be less bald headed men and less drunkards.

**A GREAT POSSIBILITY.**

We have discovered a plan to get around, or rather to get over, the tall and wide theatre hat. It is simple, too.

Just have the ceiling of the theatre made of huge mirrors, then at any critical moment the unhappy wretch who was quarantined behind a mass of ostrich plumes could look up for help *and get it*, instead of wanting to call in the other direction for aid as at present he does.

**Silence is Golden.**

When I was joined to Minnie, she, like many of her sex, Was prone to talk so ceaselessly, my patience she would vex; But I have trained her to be still whene'er I crook my thumb, I've got her fund of speech reduced clear to the Minnie-mum.

**ADVICE TO THE NEWLY MARRIED.**

Always remember that people haven't anything to think of except you two.

Be sure to start out with a whole new outfit, trunks and all.

Don't forget the white necktie, veil, etc.; to leave those off would tend to deceive your fellow passengers.

Don't turn pale when the waiter brings you boiled rice.

Go out in the woods and practice saying "my wife" and "my husband" until it doesn't choke you.

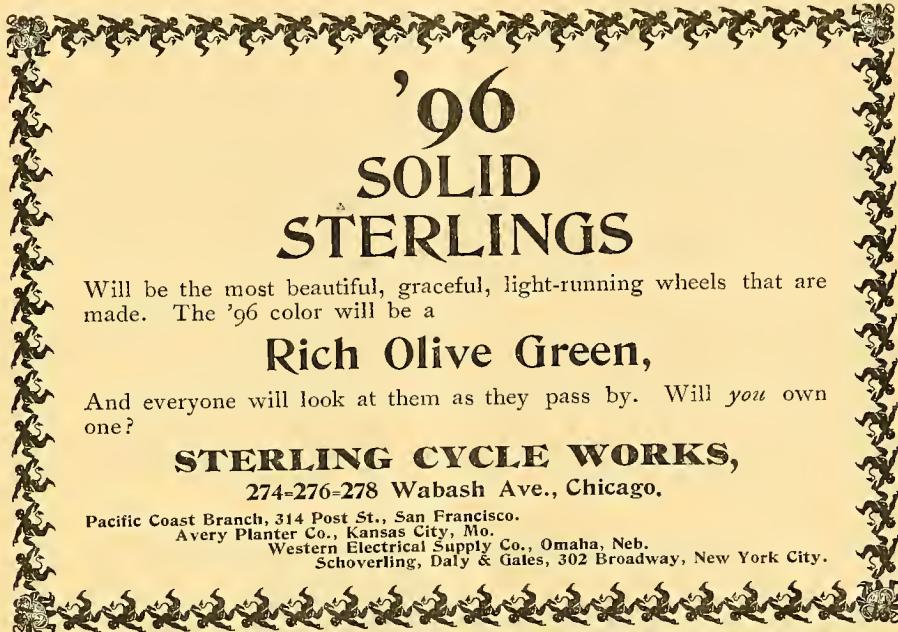
Don't forget to "take hold of hands" occasionally, just to show that "there's no frost."

Remember that no one is likely to think you are just married, because every one is *dead sure* of it at the first glance.

A boy's mother is often unconsciously his worst enemy, for she is apt to overrate his abilities and his virtues, a mistake which the outside world never makes.

TRUTH has never to be cut to fit.

P. S. The best way to tell the most people about it is to mention it in the L. A. W. BULLETIN.



# '96 SOLID STERLING

Will be the most beautiful, graceful, light-running wheels that are made. The '96 color will be a

## Rich Olive Green,

And everyone will look at them as they pass by. Will *you* own one?

### STERLING CYCLE WORKS,

274-276-278 Wabash Ave., Chicago.

Pacific Coast Branch, 314 Post St., San Francisco.

Avery Planter Co., Kansas City, Mo.

Western Electrical Supply Co., Omaha, Neb.

Schoverling, Daly & Gales, 302 Broadway, New York City.

### TO THE BLOOMER GIRL.

S. RAYMOND KITCHIN.

I read in my paper a few days ago,  
Of a maiden so young and so brave,  
Who, flagging a train with petticoat red,  
Many lives thus managed to save.

Soon to my mind came the saddening thought,  
How badly that train had been placed,  
If, instead of wearing conventional skirts,  
In bloomers her limbs had been cased.

### THE L. A. W. AND ITS OFFICIAL ORGANS.

#### VII.

March 2, 1888, witnessed the consolidation of the *Bi. World* and *L. A. W. BULLETIN*. Our paper was absorbed by the elder one and we had to be content with a sub-title.

We had a poet then, as we have now, and this is the way he greeted the new departure:

"Ring the golden joy-bells and let the trumpets sound,  
And spread the gladsome tidings to the nation's farthest  
bound;  
And all ye loyal thousands, let your banners be unfurled,  
Who joined the League; for now, at last, the League has  
joined the *World*.

There were nine more verses, but we think the sample will do.

Everybody wanted to know the object of the *Bi. World* in taking our craft in tow. History showed the organ to be a money eater with a tre-

mendous appetite. Why then should it be sought for? But the *World* publishers had a good argument to present, and they could show to a willing-to-be-convinced man that they were far from insanity. The consolidation took one paper from the field, and this their most dreaded rival. The trade would be called upon to advertise in but one journal and the new rate would not be so large as the sum paid to the two papers for advertising. The plan worked very well for a number of years. The publishers started out to do what many thought to be impossible, but they scored a success.

Castles in the air are well to have if we but labor hard to put foundations under them, and the impossible becomes possible when we are determined in our purpose.

A man was once walking along one road and a woman along another. The roads finally united, and man and woman, reaching the junction at the same time, walked on from there together. The man was carrying a large iron kettle on his back, in one hand he held by the legs a live chicken, in the other a cane, and he was leading a goat. Just as they were coming to a deep, dark ravine the woman said to the man, "I'm afraid to go through that ravine with you; it is a lonely place, and you might overpower me and kiss me by force." "If you were afraid of that," said the man, "you shouldn't have walked with me at all. How can I possibly overpower you and kiss you by force when I have this great iron kettle on my back, a

# AN IMPORTANT BOOK BY A DISTINGUISHED AUTHOR AT A LOW PRICE.

## NEW ROADS AND ROAD LAWS IN THE UNITED STATES, by Gen. ROY STONE, special Agent for the United States Department of Road Inquiry.

1 vol., 12 mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for \$1.00. General Stone has enjoyed unequalled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read this book.

### CONTENTS.

CHAP. I.	Recent Progress in Road Improvement.
" II.	The Government Road Inquiry.
" III.	The New Roads of Canandaigua, N. Y.
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" XXI.	The Wheelmen's Campaign for Roads.
" XXII.	The Attitude of the Commercial Organizations.
" XXIII.	Conclusion.—The Present Opportunity.

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**STERLING ELLIOTT,**

**12 PEARL STREET,**

**BOSTON, MASS.**

SENT BY MAIL ON RECEIPT OF \$1.00.

cane in one hand, a live chicken in the other, and am leading this goat? I might as well be tied hand and foot. It is impossible!"

"Yes," replied the woman, "but if you should stick your cane in the ground and tie the goat to it, and turn the kettle bottom side up and put the chicken under it, then you might wickedly kiss me in spite of my resistance."



First Lady's Tandem.

"Success to thy ingenuity, O, woman!" said the rejoicing man to himself, "I should never have thought of such expedients."

And when they came to the ravine he stuck his cane in the ground and tied the goat to it, and gave the chicken to the woman saying, "Hold it while I cut some grass for the goat," and then, lowering the kettle from his shoulders, imprisoned the

chicken under it, and wickedly kissed the woman, as she was afraid he would! The impossible vanished into the air.

We had a good list of contributors on the staff: J. Purvis Bruce (Jack); R. G. Betts (Bi and Betsey B.); Robert Holm (Linneus); "Senator" Morgan; Henry Crowther (Ariel) and a host of others.

The new deal with the organ question was carried out at about the same time that the re-organization scheme was put in force. This scheme was presented at the spring meeting of the board of officers in 1888 and ratified by a constitutional convention held at Baltimore in June of the same year. It was at the spring meeting of the board of officers, March 5, 1888, that we first saw a lady's bicycle. We were one of the unbelievers at the time and we could not think that the ladies would ever adopt the two wheeler. Mrs. Smith, wife of the president of the Smith National Cycle Co., of Washington, makers of the "Dart" bicycle, came on to New York with the new wheel and gave us an exhibition of riding in front of Bidwell's store. After seeing this we doubted no longer. Here is what we wrote about it at the time.

"We have lived to see a lady ride a bicycle, and we have to confess, in spite of our preconceived notions, that it is a pretty sight. The mount and dismount, we had felt must be an objectionable feature to the use of the two wheeler by a woman; but both were done so quietly and so quickly that all our prejudices were met and answered. As to the bicycle itself the idea of constructing a modern

... TRUTHS FOR AGENTS ...

If we place an agency  
... in your town for...

## UNION BICYCLES

You will find it hard to sell  
any other high grade wheel

They Catch Customers . . . Riders Know Their Points  
They have an Established Reputation and a Gilt-Edge Guarantee



We want to hear from  
unoccupied territory



## Union Cycle Mfg. Co.

239-243 Columbus Avenue,  
BOSTON, MASS.

safety with a V frame is so absurdly simple, the query suggests itself, why wasn't this thing done before? From what we saw in New York we do not hesitate to say that the lady's bicycle has a great future to look forward to."

We brought home with us pictures of the single and the tandem bicycle and present them herewith.



First Lady's Bicycle.

The history of the consolidated *Bi. World* and *L. A. W. BULLETIN* is a matter of only a short time ago and it is well known to nearly all of us. The publishers gave us a good paper and made money on their venture until the boom struck us.

The ordinary printer could not print the large edition required by our very large membership and

the publishers had to put in a plant of their own at a very large expense.

Fourdrinier was the editor and manager at first but later he imported Henry Crowther from Philadelphia to take editorial charge,

During the organship of the *Bi. World* the League passed through some of the most eventful years of its existence. We held the annual meetings at Baltimore, Hagerstown, Niagara Falls, Detroit, Washington and Chicago.

We established the *Good Roads* magazine and made very important advances in the work highway improvement.

We wonder how many of you know how the highway improvement movement was started and how it grew? Very few, we think. But that is another story and we shall hold it over. If we can connect it by never so feeble a link to our history of organs we will serve it up next week.

### AN OBJECTIONABLE LAW.

At Emporia, Kan., they have a law which compels a wheelman to ring his bell at certain street crossings whether any one else is in sight or not.

Mighty cautious people some of these lawmakers.

If you "saw it in the *L. A. W. BULLETIN*" dont forget to tell the advertiser so.

**THE DECLINE OF MAN.**

The question used to be, 'tis true,  
"What work is there for girls to do?"  
But now we've reached an epoch when  
We ask, "What is there left for men?"

They're still enlarging woman's sphere,  
And e'en the stoutest of us fear  
Man will be useless after 'while,  
And go completely out of style.

ONE good road begets another, and so on and on clear into the adjoining county.

EVERY man is looking for a soft thing, but he doesn't yearn for it in the shape of a muddy highway.

**RACING OR NO RACING?**

Have you voted?

The interest in the question, "Shall the L.A.W. give up its control of racing?" has been sufficient to induce a number of League members to express their views by means of the ballot blank printed in last week's issue of the L. A. W. BULLETIN.

The ballot reprinted herewith will afford you a convenient means of expressing your opinion.

Follow the directions, and mail your vote and we'll do the rest.

**Informal Mail Vote.****Should the L. A. W. Give Up the Control of Racing?**

**YES**  
**NO**

Draw a line through the word which does NOT express your opinion.

Your Name, \_\_\_\_\_

Address, \_\_\_\_\_

L. A. W. No. \_\_\_\_\_

**Road Rights and Liabilities****OF WHEELMEN.**

By GEORGE B. CLEMENTSON.

Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities, and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others.

**TABLE OF CONTENTS.**

CHAPTER I. The Wheelman and the Road, Classification and Definition.  
CHAPTER II. The Liability of Municipal Corporations for injuries occasioned by defective highways.  
CHAPTER III. The Liability of Individuals for defective highways, and under the law of the road.  
CHAPTER IV. The use of Bicycles in the streets of Cities and Villages.

This book cites about 350 cases, and is a carefully written law book.

One Volume, Pocket Size. Price, paper, 50c., cloth, 75c., sent postpaid on receipt of price

Address, STERLING ELLIOTT, Boston.

CHAPTER V. Negligence and its redress.

CHAPTER VI. Legal Maxims.

APPENDIX A. *Thompson v. Dodge*, 60 N. W. 545.

APPENDIX B. *Macomber v. Nichols*, 34 Mich. 212.

**DON'T TRY LEMON AID.****EDITOR L. A. W. BULLETIN:**

That was timely advice given by No. 87,196, in the issue of Nov. 8, concerning the injurious effect of lemon juice. When we know by the testimony of those qualified to speak upon such matters, that lemon juice ruins the teeth and destroys the lining of the stomach, we should expect to see less of this lemon sucking. Not that wheelmen care very much about the loss of teeth and stomach, but such a loss would preclude further wheeling (except on golden streets). My custom is to use an orange instead of a lemon. It is equally refreshing, and more agreeable to the taste. Try it, and if you wait until cotton begins to form before enjoying it, you will pronounce it the best orange you ever tasted; if not, I will pay for the orange. Most wheelmen are agreed that it is bad practice to make frequent stops at wayside pumps. One man, in a recent issue of the BULLETIN, argued that the injury comes from mixing so many grades of water; that if one drank each time from the same well he might drink ever so often with no bad results. There is some reason in the argument; for the more wells tried, the more chances of finding one where the water is unfit to drink. I live in the country (as may be evident), and I know of several of these wayside wells, whose water is unfit for man to drink. The pumps are kept in repair to provide for horses and cattle. I have no doubt they exist in every country town. A bibulous wheelman is likely to find several such in a day's run. Here lies some of the danger of frequent drinking on the road.

Beware of the well where there is no vessel provided to drink from. If you must patronize the pump have an eye to the surroundings. Tho' one may not be able by the sense of sight, to discover in water a saturate solution of cat, he may be able to judge pretty accurately of the possibilities of a connection between a well and a neighboring sink-sput or cow-yard.

Fraternally, A. N. D.

EXETER, N. H.

**EDITOR L. A. W. BULLETIN:**

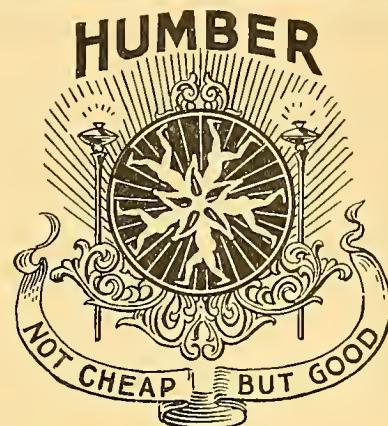
In your issue of Nov. 8, No. 87,196 warns wheelmen against the use of the lemon as injurious to the teeth. I would ask of No. 87,196, suppose a man has "store teeth," then what?

No. 35,928.

IOWA CITY, IA., Nov. 11, 1895.

**SPEED AND GEAR.****EDITOR L. A. W. BULLETIN:**

I am always much interested in reading the various communications which appear in your columns, and I have noticed that a practical application of the principles of mechanics does not

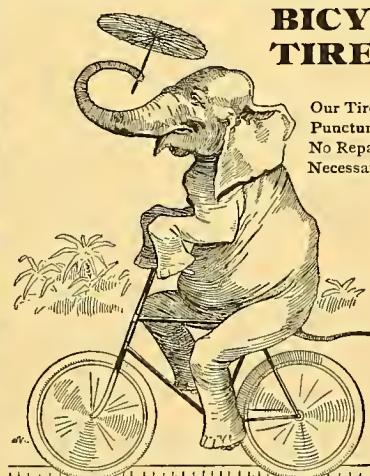
**The World-Famed Humber Cycles**

Hold more records than all other makes combined. A Humber agency means

Reputation .. Profit .. Satisfaction

**HUMBER & CO., America (Limited),  
WESTBORO, MASS.**

**..PUNCTURE PROOF  
BICYCLE  
TIRE.**



Our Tire Prevents  
Punctures.  
No Repair Outfits  
Necessary.

**NO PUNCTURES TO REPAIR.**

Catalogue and Sample section of Tire  
free upon application. Address,

The PUNCTURE PROOF TIRE CO., Quincy, Ill.

## THERE ARE MANY THINGS

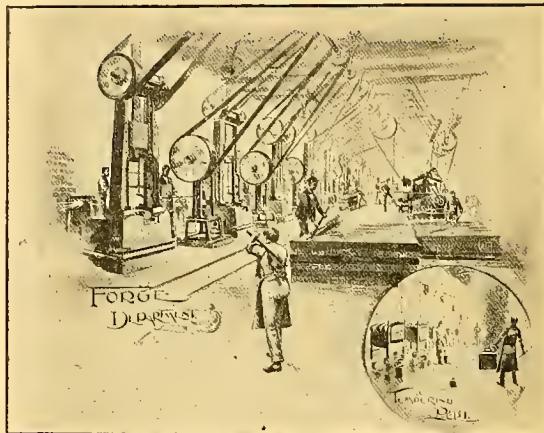
...

In the construction of a bicycle that the rider does not understand, one of the most important of which is the absolute necessity of having the parts made under the immediate supervision of men educated up to the highest standard of bicycle construction. These men are not found in the small forge shops of the country, hence the forgings produced for the open market are not up to the grade required. Some factories boast of using the outputs of half a dozen forge shops—we use the output of one only—our own. It has capacity great enough to supply forgings for 75,000 to 100,000 bicycles per year, and of a quality that is unapproached by other concerns.

We make other parts on the same mammoth scale, and with the most unusual care as to quality. Are you open to talk agency for '96? Drop us a line.

**Indiana Bicycle Co.**

Indianapolis, Ind.  
U. S. A.



always give a practical knowledge of the same. The latest absurdity that has caught my eye is that propounded in your issue of Nov. 8, under the heading of "Speed and Gear," in which No. 84,186 splits upon a very peculiar rock. He says that the leverage obtained in the crank results only from the difference between the length of the crank and the radius of the front sprocket wheel. Now suppose, with your gear remaining constant, both sprocket wheels were enlarged until the front one had a radius equal to the length of crank. According to our friend's theory the leverage = 0. And yet I think such a machine could be made to go.

The truth is that the propelling mechanism of a bicycle is equivalent to a system of compound levers, and in attempting to compute power obtained it is imperative that the relations between the various components should be considered interdependently.

Again, the relation between the arms of any lever is a ratio and not a difference. Eliminating from what we call the "gear" the diameter of the driving wheel (28 inches usually), the result is the ratio between the number of teeth in, or diameters of the two sprocket wheels. Combining this ratio with that between the radius of the front sprocket wheel and the length of crank, we obtain a ratio which converts power applied at the pedal into power applied at the circumference of the rear

sprocket wheel. This, multiplied by the radius of said rear sprocket wheel, gives the "moment" or revolving force about the axis of the rear wheel. Of course there is only one point in the revolution of the crank where its full length can be utilized, and we must substitute therefor a variable length of the perpendicular distance from the crank axle to the direction of application of power at the pedal, which creates a complicated condition, especially as no two men pedal alike.

And I dare to assert that, aside from questions of friction, etc., "a 6½-inch crank and 65 gear is equal to an 8-inch crank and 80 gear."

I will add for the benefit of my friend with the sack of snakes, that whereas I used to ride a 56 gear with 6¾-inch cranks, I now ride with much greater ease a 68 gear with 6½-inch cranks. But then exercise sometimes strengthens the muscles.

No. 39,796.

SYRACUSE, N. Y.

### HE LIKES OUR SUGGESTION.

EDITOR L. A. W. BULLETIN:

Your "suggestion" in the BULLETIN of Oct. 25, regarding the Good Roads Bureau is very apropos. Such a scheme could be carried out in a manner that would render magnificent results. Let the League hire a first-class man to act as "editor-in-chief" of the department. Not a \$5000 man; that is entirely unnecessary. But a bright,

# Father Time put in the Shade by

ALEXANDER B. McDONELL,

# — on a Viking Bicycle

25 Miles, 51 minutes 55 seconds	}
50 " 2 hours 2 minutes 45 seconds	
100 " 4 " 40 " 9 "	

UNPACED,

Over country roads, through  
mud and snow.

### THE VIKING ENJOYS HARD KNOCKS.

A Wheel for Good Agents to Sell,  
L. A. W. Members, this is the Wheel for  
You to Ride.

Union Mfg. Co., Makers,  
Toledo, Ohio.

able, young newspaper correspondent; one who has been thoroughly schooled in newspaper work, who is capable of writing an attractive article that is bright and forcible; a man who can handle the king's English in a manner that will attract attention in any paper. Let this editor gather data and matter of all kinds that will serve the purpose; let him write interesting and attractive stories on the subject, print slips, and mail the matter to every paper in the country.

Arrangements can be made with the "patent inside" men to use his articles every week of the year.

In this way the subject would receive the most widespread publication, at an expense of say \$10,000 per year, if carried on in monumental fashion. \$5000 would bring immense results.

This is a move in the right direction. I hope you will keep agitating it.

FRED. PATEE, No. 242.

#### A Changed Man.

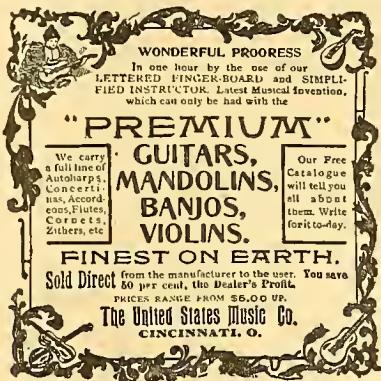
When Brown first wed, he told of what "I" did or was to do;  
The "I" was changed into a "We" in just a year or two.  
And after that throughout the rest of his poor hen-pecked life,  
He lost his own identity and talked about "my wife."

SINCE the highways are public property, exempt from assessments, the wheelman would like to have the ta(x)cks removed from them.

The Keating Wheel Company sends out word that one W. M. Valentine, formerly of the firm of Valentine & Wallace, 19 Park place, New York, is traveling about the country representing himself as in the employ of the Keating Wheel Company and inducing bicycle dealers to cash his personal checks, which invariably come back protested for non-payment. Shame on you, Mr. Valentine! You're not a bit comic.

A JOINT meeting of the transportation committee of the League and the Cycle Board of Trade was held last week. The meeting was called to take some action on the attitude of railroad companies which have recently decided to charge for carrying bicycles. A resolution was passed that the chairman of the transportation committee of the L. A. W. and of the Cycle Board of Trade appoint a committee of three to confer with the Trunk Line Association to see if the matter could be adjusted. Joseph McKee, W. F. Wilson, George R. Bidwell, and I. B. Potter were named as the committee. Another name will be added. If the railroads adhere to their action a suit will be at once instituted in the name of the League, and the courts will be asked to decide that wheels are baggage. Mr. Potter will represent the League in presenting the case, and he has already prepared his papers.

"IT is better to know all you tell rather than to tell all you know."



## CONTINENTAL CYCLE COMPANY, Makers of the "Rialto" Bicycle.

Strictly First-class in Material  
and Construction.

183, 185 and 187 South Canal Street,  
CHICAGO.

# JAEGER

The Standard Underwear of the World.

At Greatly Reduced Prices;

In New-York City at our own stores only :

176 Fifth Av., below 23d St., (MAIN RETAIL.)

Branches : { 1189 Broadway, near 28th Street;  
153 Broadway, below Cortlandt St.

Descriptive Catalogue Free by Mail.



### A WARNING TO WORKING GIRLS.

O, girls! before you lay aside  
A place worth "ten" or more a week  
To be some ardent wooer's bride,  
Draw near to me, for I would speak.

When he declares you are "sublime,  
God's perfect masterpiece, the fount  
Of every joy!" O, that's the time  
To ask about his bank account.

And as in tender soulfulness  
Your praises he delights to sing,  
Ask, "shall I have a nice new dress  
Or turn the old one, fall and spring?"

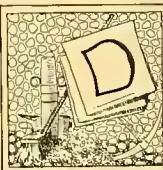
And when he calls you "fairy," "fay,"  
His "angel," and such names as that,  
Why then is just the time to say,  
"But what about my new fall hat?"

When in his own he has entwined  
The hand for which his heart aspires,  
Ask if he thinks it was designed  
For lugging coal and building fires.

And when, your fancy to ensnare,  
Love's every color he has blent,  
O, make him answer then and there,—  
"Is the position permanent?"

### TOURING IN CANADA.

DR. WHEELER K. DOTY, NO. 22,143.



R. FAULKNER has a very pleasant article on above subject in the BULLETIN of Oct. 18th, and therein gives "on the information of local wheelmen" that the roads from Kingston to Montreal are fine. Now the greater portion of this route was covered by our party last August.

We started from New York via 42d street ferry, followed the Ramapo valley and red road to Newburg, crossed the Hudson to Fishkill, thence to Poughkeepsie, Catskill Landing, recrossing the river westward to Catskill village, over the mountains through Windham, Prattsville, Stamford, Oneonta, Sherborne, Cazenovia to Syracuse, so far the roads are from fair to good and over some portions A1. The grades are, with very few exceptions, ridable (even through the mountains) to the average long distance rider.

Leaving Syracuse northward we started on ten miles of plank—as good, or perhaps better than the average plank road—to Cicero, where the tiresome, tedious grind really began. Roads muddy, no good anyway—grades very easy and wind favorable; scenery not much except now and then when we caught distant views of Lake Ontario and Oneida. We passed through Hastings, Central Sq., Sandy Creek to Pulaski, where the roads, or rather side paths, began to improve a little. At Adams we halted for the night and an

early start brought us to Watertown on the sixth day in time for breakfast. Fourteen hard, muddy miles.

Through the kindness of Mr. Graves we visited several manufactories and prominent points of interest in and around the city, also rode down to



Shooting the Lachine Rapids.

the Park, a sort of a Coney Island, but the most interesting sight to me is that busy, turbulent Black river, turning hundreds of wheels, and floating thousands of logs to their destination. We left the city at three o'clock and arrived in due season at Clayton. Roads rough and country poor, but those distant views of Ontario were finer than any we had seen before and the grandest of all from the hill back of Clayton : the old St. Lawrence at our feet, way up the Kingston channel to the westward, northward the Thousand Islands, away to the eastward as far as the eye can reach, that same river with its myriad of islands, little and big, some adorned by human hands, some rough just as old dame nature left them ; right here we took full pay for that hundred miles of plodding from Syracuse.

We stopped at the West End hotel because we could get more of that view from its balconies and watch the darkness as it settled over the scene ; then we were on hand to see the dawn, and as his majesty came over those eastern hills we all were glad we came and that we had no Jonah with us. In the evening some of the party went on a search light excursion among the islands and to Sarnia, Canada ; the rest attended to custom house affairs and secured our export certificates (cost 25 cents each.) These are not absolutely necessary, but save much time and trouble when returning to the States, as you simply have to hand them in to office and receive clearance.

At about 6.40 A.M. we boarded one of the line boats, the "Passport," "thoroughly English, don't cher know," from stem to stern, from captain to cabin boy, and began our journey down among the islands, which has all been written up lots of times, so we will jump to Brockville, Canada ; time, 9.30 A.M. First, custom house, a few yards of red tape unrolled — 25 cents all around, please — get

"Nothing Succeeds Like Success."

**ENVOY AND  
FLEETWING**

**Bicycles are**

**The Greatest Success in  
Bicycle Manufacture.**

Highest Grade.  
Fully Guaranteed.  
Medium Price.

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**BUFFALO CYCLE CO.**

BUFFALO, N. Y.



Makers of Peerless and . . .  
**THE PEERLESS MFG. CO.** Triumph Bicycles

• — — Cleveland, Ohio.

Catalogue for  
the asking.

When  
You See  
This Bottle,



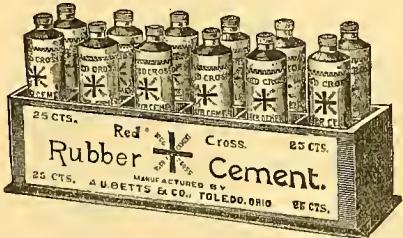
Think  
of  
Evans.

#### "THREE IN ONE," FOR BICYCLES.

Positively prevents rusting, cleans all parts, lubricates chain and bearings and will not gum. Manufactured by

Send 10 cents sample. G. W. COLE & CO., 111 Broadway, New York.

#### RED CROSS RUBBER CEMENT



#### THE BEST CEMENT IN THE WORLD . . .

For repairing Pneumatic Tires. For sale by all first-class dealers throughout the world. It has no equal. These tubes are put up in neat and attractive cases, containing one dozen tubes each. None genuine unless it bears our trade mark, Red Cross.

Send for Catalogue and Electrodes of Red Cross Specialties. Sample Tube by Mail, 25 cents.

MANUFACTURED BY **Arlington U. Betts & Co.**  
TOLEDO, OHIO.

**FOR SALE.** A 22-pound Monarch, 1895 pattern, new in July and in splendid order. Used only by owner, who is a light-weight rider. Cost \$1cc. Will sell for \$70 cash. Neither tire has been punctured. Address, "Drawer A," Greenwich, Conn.

#### Same Old Story.

'Twas ever thus from childhood's hour,  
I never bought a new umbrella,  
But when there came a passing shower  
'Twas stolen by some other "fellah."

HONESTY is the best policy. Try it once.

out, and we did over the queen's highway, which by the way at this point is a credit to her majesty. Everything about you, houses, yards, wagons, stores, people, etc., all speak another country and very interesting to study too. There is a fine monument near to the memory of Gen. Brock, and as we were wheeling out of town we asked a workman how far it was to it, and found the old chestnut had reached even Canada. "If you keep on — 25,000 miles" — we have not seen the stone.

The country is slightly rolling, houses largely built of limestone, everything looks thriving. The road never gets far from the river, so the views here and there as we rolled on were fine and varied.

Prescott, the first town, is situated opposite Ogdensburg on the St. Lawrence. Near it is the



On the St. Lawrence, Near Kingston.

ruins of the old windmill tower, also the old stockade and fort will occupy a very pleasant half hour.

We had by this time become sure of a positive fact. They have dogs up there, they have lots of dogs, so many that it was rare one or the other of the party was not having a race with one, but with one exception they were the best natured fellows I have met, just wanted a run, and no bite. We had been interviewed by some dogs in the States who were not so well disposed. They are sorry now.

At Cardinal we halted for dinner, then away through Morrisbury, Aultsville, Dickinscrs, Ferrands, Mille Roche; some of the villagers so French that to all our questions we received the universal shrug of the shoulders and outspreading hands with "*J'ai na comprom.*" We arrived at Cornwall, a pretty English manufacturing town of eight thousand inhabitants, situated at the foot of the Long Sault rapid, one of the grandest of all the St. Lawrence rapids. We found the C. W. A. house, the "Rossmore," and it was the best possible; rates \$2.00. Mr. Ross treated us like lords. The wheelmen have built a nice bicycle path extending about three or four miles westward, which shows thrift and energy. We were informed that

the roads eastward were unridable. Those who would go awheel rode between the tracks on the Grand Trunk, a very smooth and level pathway with an occasional open sluice or culvert by way of variety; not, however, affording much pleasure to the tourists out for seeing the country and becoming more intimately acquainted with the manners and customs of the people, as Canadian railroads, like all foreign ones, don't trouble themselves to pass near towns. They take a straight line, if a town is in the way they go through it, if it's miles off its just the same; the people come to the railroad. From all these circumstances we concluded to train to Coteau Junction, where we mounted and rode through Coteau du Lac, Coteau Village Cedars to Verdreuil, twenty-five miles, and what a ride was that, my countrymen! In this region the only vehicle in use is a one-horse cart, light or heavy, according to the work required. The whole country is as level as a table, and the soil is blue clay. Combine these elements and you get a cross between an asphalt road and a plowed field, viz.: a track where the horse travels, about ten inches wide, *very rough*, two tracks where the wheels travels, three or four inches wide, *very smooth*, between these tracks and outside of them a ridge of clay from six to ten inches high. Ye boulevard riders, think of twenty miles of the above in two hours, with no accident; even our "Bobby" didn't get more than his usual number of tumbles.

There were millions of swallows all along the route, they rose in front of the wheels in great clouds and would perch on the telegraph wires, literally covering them. These villages we passed through are very French and rather poor, from appearance of houses, but every one had at least one or more superb catholic churches, and all had a peculiar smell which we were unable to account for. At Verdreuil we again took train for Lachine, a funny little town where many Montreal people have summer cottages, and if these cottages are situated on the river street, every one will have a seven by nine bath house perched on stilts about forty feet from shore, with foot bridge leading thereto.

There are two roads from here to Montreal distant about nine miles, both are fine and the wheelman should cover both. One should not fail to shoot the Lachine rapids. Steamer leaves Lachine every day at 5.30 P.M., fare 25 cents, arrives in Montreal at 6.30. Montreal is a fine city, well built, roads well kept, trolley cars with system of transfers everywhere. French is the principal language, but most all you meet can speak English. Public notices all over the city are usually in both tongues. The churches and catholic institutions, of which their name is legion, are the principal points of interest outside of Mt. Royal Park, but the numerous squares, all more or less decorated with monuments, the markets, the tablets commemorating past historical events, are all worthy

## MORGAN & WRIGHT TIRES

### ARE GOOD TIRES

EASY TO DISTINGUISH  
OUR QUICK-REPAIR TIRE

**ITS STEM IS RED**

SEND FOR QUICK REPAIR PAMPHLET  
ILLUSTRATED FROM LIFE

**MORGAN & WRIGHT**

CHICAGO

## You Want ...

Your name in the United States **Bicycle**  
**Trade Directory.**

## I Want ...

The name of every firm or person who deals in or manufactures anything connected with the Bicycle Business.

## We Both Want ...

The most perfect Directory that can be produced.

I shall give it to anybody that wants a copy for 25 cents. Drop a postal to

**H. D. TAYLOR,**  
**Springfield, Mass.**

Box 1233.

# "CROOKED ADVERTISING."

## A Resume of Things in General Calculated to End the So-Called "Truss Frame Controversy."

Such is the title of an able editorial in the *American Cyclist* of Nov. 8. It advocates the making of a law which will impose heavy penalty on all persons who resort to fake advertising. It goes on to say that "it need not be told how certain devices of the trade-mark nature, originated and used by certain reputable manufacturers, are extensively advertised by other firms and made an important factor in their efforts to secure trade. It is small business to attempt the capture of another man's customers by imitating his literature. Imitating trade-marks and copying advertisements has, we think, never been followed with success. The public detects the fake which, sooner or later, is bound to react on the faker. Two years ago, or thereabouts, the cycle trade in this country was pretty well rid of questionable methods and men, but quite a number of these seem to have floated in on the tidal wave of reviving business."

We believe that this editorial was written with the question of the truss frame in the editor's mind. We have awaited this opportunity to place before the cycling press and cycling public a **true statement of affairs regarding the truss frame.**

A long time ago, in the early days of *The Fowler Truth*, we made a statement that the manufacturer who would foist crooked and fake advertising on the public would as well misrepresent in other matters of business of greater importance.

We have, at all times, endeavored to be honest in our statements to the public, and in the treatment of our agents. We are not asses; we don't claim that we have never made mistakes; we have made lots of them. But the Lord willing, backed by the deepest desire on the part of this company, there will be less of them in the future. Many things have been said in *The Fowler Truth* that have not been looked upon kindly by our competitors, and perhaps a number of agents who have not sold The Fowler wheel; we have also said that we could not all be alike, all advertisements could not be of the same style; if they were they would lose their interest; neither would it do to have all wheels exactly alike.

Our style of advertising is peculiar to this concern, and the Lord knows it has been imitated by concerns eminent enough in the trade to give it the stamp of approval.

November 11, 1892, The Fowler was first offered to the American public as a high-grade bicycle, having as one of its principal features, a frame which WE christened "The Fowler Truss Frame." "**The Fowler**" was the **first wheel to be offered for sale, embodying this idea.** We recognized that we had a point in that frame over our competitors, that, as **one of many improvements**, if properly handled, nourished, as it were by judicious advertising, liberal business policy and careful manufacture would in time place us in the foremost position of the cycling trade of the United States. Few have any idea how hard and conscientiously we have worked to obtain our present position in the cycling world, which even our competitors are forced to acknowledge is one of prominence. Every second, every minute, every hour and every day from the time we first flaunted to the breeze the flag which bore the words "The Fowler" we have worked hard and unceasingly in the interests of that wheel. Thousands upon thousands of \$'s have been expended in the further advancement of our wheel on the market, and who is there that can say of any other concern's wheel that it is more thoroughly advertised than "The Fowler" wheel, a feature of which—the truss frame—has been at all times placed in the very front of the special points of merit claimed for the wheel.

So well have we done this, that to-day to see a truss frame bicycle ridden along the street, one instinctively associates the name of The Fowler with it. Notwithstanding that an unscrupulous competitor one year ago copied almost identically—with the exception of a few minor points—The Fowler, and foisted it upon the market with the claim behind it "as good as The Fowler," accompanied by the lying statement that their foreman was the originator of that truss frame, and that he had brought the idea with him from Germany.

Little success did they find when competing with the Fowler, and to such an extent is this true that it is an absolute fact that we can bring affidavit after affidavit to sustain us in the statement that their wheels,

were sold for any price from \$60 up, at retail, in order to "down" us.

Now, to go back a bit, to '92. The man who patented the truss frame was, at that time, in our employ. We make the statement that the truss frame would never have been patented, had it not been for the fact that a member of this company kept continually at the inventor, even after the patent on this frame was first refused by the patent office. This said inventor made the statement to a member of this company that he did not believe a patent on the frame could be obtained. We did not believe, however, but that this patent could be obtained, and kept at it. We not only paid the largest part of the expense to the patent attorneys for this patent, but insisted and almost had to give an imperative order to this inventor to leave the shop and go to Washington at our expense, in the interest of this patent.

He did so, and with the result that patent number 541,811 was issued.

A little later, it was decided that for the best interests of all parties concerned a change should be made in the superintendence of this company, with the result that said inventor allied himself with the company who, one year before, had stolen bodily "**The Fowler**" as a model for their wheel.

However, before we made a settlement with him, we were accorded our rights to the truss frame and another invention, in which we, our assigns or successors have the right to use said inventions on Fowler bicycles, and sell same throughout the world.

Immediately after said inventor connected himself with the concern who took "**The Fowler**" for its model, they began to advertise that they built the original truss frame, that they were the owners and controllers of the patent for the truss frame (**mind you, they did not do this for the 8 months or year prior to this time, when they were copying "**The Fowler**" as above referred to;**) all, we believe, intended to attempt to build up business at the expense of a wheel with a world-wide reputation—**The Fowler.**

Feeling that we were justified, we applied for protection under certain laws for the following trade-marks: "Original Truss Frame," "First Truss Frame," "Truss Frame," "The Fowler Truss Frame," "Famous Truss Frame," "We Are The Makers Of That Frame," "The Frame Tells the Name" and "That Truss Frame Means Fowler."

A notice was duly sent to the cycling and daily press, as well as the cycle manufacturers in the country, apprising them of our action, and warning them not to use these trade marks in any advertisements relating to bicycles or parts.

We did not do this for child's play, and we are determined, if there is any virtue in the law under which we obtained these copyrights, to prosecute all violators.

In conclusion, we have no desire to obtain credit by getting into the band wagon of some one else's reputation. The Fowler Cycle Mfg. Co. stands or falls strictly on its merits. When the time comes that we have to fake and act crooked, even in so little matter as stealing an advertisement or the thunder of a competitor, no more original truss-framed bicycles will be seen going from our factory at the corner of Washington and Union Sts., Chicago, in which **the first truss frame was made by us, from our materials, on our cash, on which the patent was obtained by our energies and our perseverance.**

Every word of the above is, to our best knowledge and belief, absolutely true, and we are prepared to make affidavits to support our position as defined.

It is not out of place in winding up this statement to say that the concern in question which has endeavored to build up a business at the expense of our reputation, have gone to business houses where we have placed our orders for parts and endeavored to obtain the exact pieces that we are using in our models.

We are thankful that these same concerns with whom we entrusted orders for material had sufficient business sagacity and honor to promptly refuse to make these parts for the unscrupulous competitor in question, and that they have held up a warning hand and said "Nay, nay. Not without the consent of the Fowler Cycle Manufacturing Company, who went to the expense of having these dies, etc., made up."

Further: Valuable men in our employ have been approached and offered situations as a bribe to gain private information from the said unscrupulous company for their gain. Is the controversy regarding the truss frame and crooked advertisement still misunderstood by the cycling public? We think not.

**THE FOWLER CYCLE MANUFACTURING CO.,**

**Frank T. Fowler, President.**

of a visit. On every hand one sees those peculiar little, one-horse, four wheeled cabs, bespangled with gilt and shiny varnish, neat, comfortable, cheap, but always make your bargain before entering, as cabby is cabby the world over.

On the streets you will see plenty of sisters, plenty of long gowned, stiff hatted brothers, plenty of slick, well fed priests in civilian garb, always wearing some outward sign of their profession; a few red coated soldiers, and now and then a regular London bobby. Oh! and the Caughnawagas, I nearly forgot them,—“Praying Indians,”—you will find them around the markets. They have a village of their own just across the river. The hotels are good; we were at the Cadillac (kept by a States man) and had good quarters and good table; rates \$1.50. On the Sunday after our arrival, we had the pleasure of meeting Capt. Peck and his party as they landed at the C. P. R. station, and we also waved them adieu from the sacred precincts of Sohmmmer Park, as they sailed down the river for Quebec that evening.

From Montreal to Rouses Point,—unless you want some more of the compound, blue clay, flat country, one-horse carts, water, red hot sun, dirty Indian and French villages—you had better take D. & H. R. R. to Rouses Point. Don’t forget the custom house is here and you must leave your certificates. The road down Champlain to Plattsburg and Ausable Chasm is fairly good and the scenery superb. From Ausable we wheeled to Port Kent and boarded steamer “Vermont” for Ticonderoga, trained to Baldwin and steamer to Caldwell at head of Lake George. From thence we wheeled over plank road to Glens Falls, then on good gravel to Saratoga via Schuylerville. Don’t go via Gansevort unless you want to ride the D. & H. tracks. From Saratoga to Albany, thirty-seven miles, the roads are good, we had a dead scorch over the whole of it, with only one halt at Mechanicville, which included a swim for some and a bad fall for “Sher,” (not serious enough, however, to hold him down to a decent pace.) From Albany to Pittsfield, Lenox, Stockbridge, Poughkeepsie, home.

I have hurried over the first and last of our trip because the routes are familiar to all, but if any one should want any further particulars about this tour, just fire in your queries, I’ll have a try at them.

I want to thank Dr. Doolittle for kindly sending me “Wheel Outings,” from which we obtained the C. W. A. hotel list and much information regarding Canada.

Nowhere during our entire tour were we charged transportation for our wheels, and the wheelman can save money and be just as well taken care of by buying second class tickets on railroads in Canada. We received from all we met the most hospitable treatment, and our numberless questions, when intelligible, were kindly answered, and if any one wishes a two weeks’ trip replete with va-

**STOLEN.** A No. 2 Crescent Bicycle, No. 101,001; had raised handle bars. Taken during A. M. of Oct. 21, '95. Notify JOHN F. MOODY, 124 Willoughby st., Brooklyn, N. Y.

**STOLEN.** From 93 Waltham st., Boston, Mass., a Cleveland, diamond-frame bicycle, pattern 18, No. of wheel, 23-424, yellow saddle and tool bag, raised handle bars, rubber pedals, 64 gear, 24-inch frame. Finder please notify Miss C. M. BOLTON, 93 Waltham st., and receive reward.

**STOLEN.** On the night of Oct. 25, “Waverley,” No. 19,366, '95 model, wood rims, clincher G. & J. tires, and when stolen was fitted with bell, 10,000 mile cyclometer and tool bag. Had bad dent in front fork on right-hand side. A liberal reward will be paid. H. B. COOPER, No. 117 Broadway, Hannibal, Mo.

**STOLEN.** At Amenia, N. Y., Nov. 6, '94 Rambler, No. 16,389, special frame, short wheel base, copper rims painted yellow, smooth clincher tires, nearly new, perforated leather spring saddle (English make), raised handles, goose-neck seat post and fitted with a Morse roller joint chain, geared to 66. Also on machine was large, black lantern on fork, small kodak, small parcel of steel tools for tuning pianos. Information paid for by H. T. HAWKEY, 67 Academy st., Poughkeepsie, N. Y.

## THE CYCLING NEWS.

A New Cycling Paper, full of late news and trade notes of interest to wheelmen; issued weekly. 50 cents a year; special rate of 25 cents a year to L. A. W. members. Send for free sample copy to

THE CYCLING NEWS, Toledo, O.

## The Wheel and Cycling Trade Review.

A weekly illustrated cycling paper; oldest and most influential; covers the entire field, both trade and sport. Samples free. Two dollars per year.

ADDRESS, THE WHEEL . . .

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## All Bicyclers Want

their money’s worth, and they are not different from the rest of humanity. You will find your money’s worth in

## The Bicycling World

Send for sample copy and you will find it to be a paper which you cannot get along without. You get value

## At 50cts. per Year.

We also offer a splendid set of premiums.

Write for sample copy.

**WHEELMAN COMPANY,**  
46 Stanhope St., BOSTON.

riety and fun without limit, take this Canadian tour, but until roads are made always go by train from Cornwall to St. Annes, or better still, to Lachine.

### THE VOTE A GOOD THING.

EDITOR L. A. W. BULLETIN:

I consider the "informal mail vote" a good plan and hope all members will take enough interest to express their opinion in this simple manner.

While I am a "crank" myself, and take in all the races I can find time for, I feel that this question is one which concerns the League as a whole, rather than the comparatively small portion which takes more than a passing interest in racing.

We wish the "outside public," so to speak, to be with us in spirit, at least (we can't expect everyone to *join*), and to do this we must show them that, as a whole, we are interested in the improvement of roads, while racing is but one of the side issues of the "Bicycling Question."

No. 74,698.

### WHEELS IN EUROPE.

EDITOR L. A. W. BULLETIN:

In your paper of Nov. 1, No. 78,115 says, "some style of rattan crate is used for crating bicycles for shipment in England." Now I have just come from a 2000-mile trip through England, France, Belgium, Holland and Ireland, and sometimes in cases of breakdown and bad weather, we had recourse to the trains. We had to purchase a "bicycle ticket" besides one for ourselves and then our wheels were put in the *vans* (baggage cars) and well taken care of. The price of bicycle tickets ranged from one shilling up to one-half fare. Will be glad to give fellow subscribers any further information that may be desired.

JAMES B. KEMPER, No. 59,971.  
C. T. C., No. 14,938.

### WISHES TO BE TAXED.

EDITOR L. A. W. BULLETIN:

Believing that the tax question is still alive I venture a suggestion. I agree with Mr. Small, No. 88,733, to the effect that if bicycles are taxed then all vehicles should be taxed.

But wouldn't "wheelmen" be glad to pay an annual tax of say one dollar if the fund is expended for road improvement in their county, especially if he knew the fund would be increased by a similar tax on all road vehicles according to their size, character or number of wheels? Let's call for the tax.

S. H. BERRY, No. 81,195.

BROOKLYN, N. Y.

If you don't see what you want try to be satisfied with what is in sight.

IT is currently whispered that Mrs. —, while cleaning house, asked her husband to nail up some [ ] ; he refused; she looked †† at him, told him his conduct was without a ||, then beat him with her [ ] until he saw \*\*. He now lies in a ,tose state, and may soon be a fit subject for dis\$. A man must be an \* his life in that way and put a . to his existence. — *British Printer*.

DON'T try to run your bicycle over a dog. You will regret it oftener than the dog will.

I PREFER a forgetory that fails to remember some happenings, to a memory that recalls some incidents that never occurred. — *Nick L. Plate*.

HE is armed without that is innocent within ; be this thy screen and this thy wall of brass.— *Horace*.

### SONG OF THE WHEEL.

BY H. D. V.

Silently, softly, I roll along,  
Pleasure and joy is the theme of my song,  
I speed like the wind, only gladness I feel,  
I thankfully say, "I'm a health-giving wheel."

I skim o'er the fields like a fairy in glee;  
Compete did you say? You cannot with me.  
The motors and cables all join in the race,  
With the progress of time as they seek to keep pace.

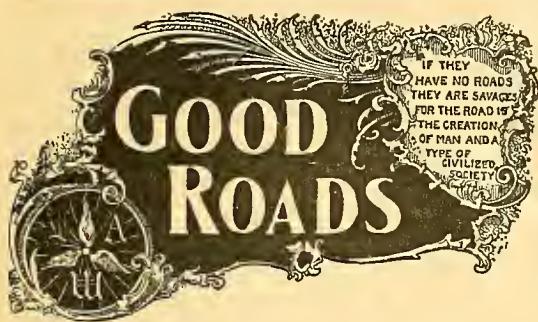
In my advent I come, the whole wide world to bless,  
Man, woman and child will this glad truth confess,  
A cure for all woes of both body and mind,  
The lesson to all is, "seek and ye shall find."

BROOKLYN, N. Y.

The Oswego members of the League of American wheelmen have formed a local organization, whose object will be to further the common interests of wheelmen in Oswego. It is intended that this organization, strengthened by other wheelmen who will act in concert with it, shall hereafter make the interests of wheelmen a live issue in Oswego's municipal management, and that wheelmen's votes shall be made a factor to be considered in the municipal elections. The wheelmen in many other cities are taking steps in the same direction. Results achieved in the recent election in many localities, prove that the combined strength of wheelmen can thus be made a power which must receive recognition from the city and other officials, and which will show its effect in producing better roads.

### The Next Morning.

He doffed his tile and looked thereat,  
And to himself he said :  
" Yes, that is certainly my hat,  
But where did I get this head ? "

**Not Web-Footed.**

Oh, a horse wants care from head to feet,  
And a horse wants oats and hay;  
But he doesn't want to paddle through a  
slippy-sloppy street,  
Because he isn't built that way.

**MAKING COUNTRY ROADS.**

What do you know about making country roads? Not telford or macadam roads, which we wish extended all over the country, but by-roads where the material at hand must be used for their construction.

What are the roads made of?  
How were they made?  
When were they made?  
What did they cost originally, and do they wear well?

Two heads are better than one, and many heads are better than two. If you know of something of interest to road-makers, tell it through the columns of the L. A. W. BULLETIN, and thus widen the good influences it is your privilege to possess.

It is undoubtedly true that there is a great deal to be learned in the making of just a common dirt road, and in keeping the same in repair.

The methods employed are quite as essential as the material used. How do you do it? Tell us about it.

THAT the "sweet by-and-bye" is approaching when all roads will be good, is proved by the fact that the Utah Sugar Company has begun a novel use for the waste product from the works at Lehi, known as bi-product, or molasses. Roads are actually being constructed with the syrups, which are valueless as sugar producers, the life having been extracted. The molasses is used as a cement, the body of the road material being made up of gravel. At first the molasses showed a tendency to ooze up through the gravel, but the application of an extra coating of gravel remedied this and made the road as smooth as a floor and as hard as pavement.

THE best roads are none too good.

THE Ridgway (Pa.) Advocate is doing good work for the League and better roads.

**A BRICK ROAD.**

BY E. P. S. MILLER.

SOME men are born improvers. Nothing they seem to touch whether it be a sewing machine a plough or a road but what shows unmistakable signs of an improver's attention. Some men either are born or else develop into disintegrators. Everything they own or handle ages, rusts and decays in an incredibly short time. They are the sort of men who use nails instead of buttons and women who mend stockings with odd colored yarn.

Improvers are a blessing. They may hurt our feelings by taking the brag out of us when they tell us that we are a long distance in the rear of modern improvement. Now an improver is not an absolutely unselfish person; nor is he a miser, for misers don't improve things. He is possessed of the right kind of selfishness. As Phillips Brooks said, "He has thought very little who has not discovered two things concerning selfishness. First, that there is a lofty selfishness, a high care for our own culture, which is a duty and not a fault. And secondly, that he who in this highest way cares for himself and seeks for himself his own best good, must whether he thinks of doing it, help other men's development as well as his own. Even the railroad (he might have said any good road) track, hurrying to the Pacific, must leave something of civilizing influence on the prairies which it crosses."

But I am to write of a brick road and the man who built it. The man is Mr. S. E. Russell of Pentwater, Mich., that lovely and rapidly rising summer resort on the western shore of Lake Michigan and fourteen miles south of the spot where Pere Marquette, the faithful priest explorer passed to his reward.

Pentwater river enlarges into a little lake about a mile and a half from its mouth and with its silvery bosom nestled among the hills on either side it is a beautiful sight. The general trend of the lake is northwest and the town is along and north of the northern bank. This northern bank gracefully curves and holds the brick road said to be the finest mile of road in three counties.

This road made of broken and imperfect brick, practically the waste of the Middlesex Brick and Tile company's works, has been laid six years and has stood all the tests of a severely used lumber road. Mr. Russell saw that the bricks could be used and urged the matter so strongly that he was placed in charge of the building of this road. The brick yards are on this road so that the material was convenient. First a layer of broken bricks averaging eight inches in thickness was laid on the clay of which the old road consisted, and then a light layer an inch, perhaps, of clay was laid on top. The road was, of course, very rough at first, but the wide tires of the lumber wagons soon smoothed it down. After a while

Mr. Russell saw that the bricks were being worn too much and were getting blown away in the form of dust, so that he had a light layer of gravel placed on top. This became ground into the clay, cemented one might say, and forms the wearing surface of the road, and everyone knows that gravel does not wear a great deal. I have examined the road critically and have ridden over it many times and I can say that it is a good road. It is hard, smooth, quite free from dust, needs few repairs, the material is cheap and the road dries quickly after a rain. Mr. Russell does not need to invest in a tombstone for two reasons; first, he isn't dead yet, and second, this road is as good a monument as one would want.

A fine road is a most permanent affair; it is the finest monument a man or a nation can build. Look at the magnificent roads of France, Belgium and England! Many of them were built by Julius Caesar previous to 40 B. C., and additions were made by his successors. Charles Dickens in his delightful Child's History of England says: "Wells that the Romans sunk still yield water, and roads that the Romans made form part of our highways." If a rich man wanted to leave a permanent memorial, one which he could enjoy, during his own life, which would educate his fellow citizens and which would hand down, with enviable esteem, his name to remote posterity, he could do nothing better than to build a mile of good road in this country. Marble crumbles, its storied inscription is soon plated with lichens, it soon falls over into the grass; its beauty may please a few, its inscription may offer a beautiful, comforting thought, but its memorial properties are few, when compared to a good road. A marble slab is a dead thing; it belongs to the dead; it is a part of the life which has ceased to be. A road is a live affair; it belongs to the active, busy humanity; it is a part of the life which exists.

Owosso, Mich., Sept. 28, 1895.

THE Kansas City Federation of Wheelmen are working for better roads with a determination that means victory. When a Missourian goes after anything it's got.

ACCORDING to a pamphlet issued by the Virginia Good Roads Association, a sum exceeding \$15,000,000 has been expended on the public roads of that State in the last thirty years. "Yet," says the Association, "the roads have grown worse instead of better." Virginia, like many of her sister States, has been learning how to waste money. About the only way to do a thing is to do it. Intelligence and integrity are needed in road making.

IF you know of something of general interest to roadmakers, tell it to them through the columns of this paper.

## CONVICT LABOR.

EDITOR L. A. W. BULLETIN:

I want to shake hands with No. 87,726 for his article in last BULLETIN (page 25). He expresses my views right in a nutshell. Let us all lend what influence we may have, be it much or little, to pushing before our lawmakers the benefits of *good roads*, and that the "gentlemen" in our prisons, who now live so comfortably and free from the cares and worries that honest men have, be made to earn their living by working on the roads.

There has been such an amount of sentimental gush over convicts in the past that now a great many people seem to think as 87,726 says, "they (convicts) are a valuable and delicate article and should be treated with the greatest care and consideration." The majority of our convicts have what may be called "a soft time," so much so, that the chance of going back is not fear enough to them to prevent many of them from committing crime soon after they come out of prison.

Convicts should be made to support themselves, the same as any honest man has to do. He will be better physically and morally if compelled to do so; and how better bring this about, and not have an unfair competition with honest men, than by working them on the roads, and thus making what we all want, *good roads?*"

I hope wheelmen will speak on this subject through the columns of your good magazine, and work together in each State to have this subject brought forcibly before our legislatures.

No. 2,415.

MASSACHUSETTS stands at the head of the good roads movement, with an annual appropriation of \$400,000 in State road building distributed under the direction of her commission. New Jersey, in addition to many miles of county roads, reports the progressive improvement under her State aid law, the appropriation for which is now \$150,000. A similar attempt is being made in Connecticut under her commissioner, James H. McDonald, with an appropriation of \$75,000. Rhode Island appropriates \$80,000, as half aid to sample mile of half mile sections in the towns. Vermont raises five cents on each \$1,000 of valuation as a State tax to be distributed amongst the towns on highways; and Virginia contemplates a similar system. In some of the States of the West, and in many States in the South, county road building has progressed, especially in the South, by the use of convict labor. California has done no road building, because of the problem of local centres of population being separated by long distances of unsettled country. She has, however, by the use of prison labor, fortunately situated near good quarries, succeeded in reducing the price of macadam from \$3.50 to 22 cents per cubic.

PUT the roads in good shape for next spring.

## WHEELS CARRIED FREE.

The following transportation companies carry wheels free for passengers riding on first-class tickets, and with no other baggage.

Altoona & Philipsburg R. R.  
 Atchison, Topeka & Santa Fe R. R.  
 Atlantic & Pacific R. R.  
 Atlantic Coast Line R. R.  
 Baltimore & Ohio Southwestern R. R.  
 Baltimore & Ohio R. R.  
 Bare Rock R. R.  
 Boston & Gloucester Steamboat Co.  
 Buffalo, Rochester & Pittsburg R. R.  
 Burlington, Cedar Rapids & Northern Ry.  
 Burlington & Missouri River R. R.  
 California Central Ry.  
 California Southern R. R.  
 Canadian Pacific R. R.  
 Central R. R. of New Jersey.  
 Central New York & Western R. R.  
 Central R. R. & Banking Co. of Georgia.  
 Charleston & Savannah Ry.  
 Chesapeake & Ohio R. R.  
 Chicago, Burlington & Kansas City R. R.  
 Chicago, Burlington & Quincy R. R.  
 Chicago, Kansas & Nebraska Ry.  
 Chicago, Milwaukee & St. Paul Ry. (except Hastings & Dakota Division).  
 Chicago, Rock Island & Pacific Ry.  
 Chicago, Santa Fe & California Ry.  
 Chicago & Alton R. R.  
 Chicago & Great Western Ry.  
 Chicago & Erie Ry.  
 Chicago, Milwaukee & St. Paul R. R.  
 Chicago, Peoria & St. Louis R. R.  
 Cincinnati, Wabash & Michigan Ry.  
 Cincinnati, Jackson & Mackinaw R. R.  
 Cincinnati, Portsmouth & Virginia R. R. Co.,  
 Cleveland, Canton & Southern Ry  
 Colorado Midland Ry.  
 Columbus, Hocking Valley & Toledo Ry.  
 Delaware, Lackawanna & Western R. R.  
 Denver & Rio Grande R. R.  
 Denver, Leadville & Gunnison R. R.  
 Des Moines Northern & Western R. R.  
 Dominion Atlantic Ry.  
 Duluth, South Shore & Atlantic Ry.  
 Duluth & Iron Range R. R.  
 Elmira, Cortland & Northern R. R.  
 Evansville & Terre Haute R. R.  
 Fall Brook R. R.  
 Florence & Cripple Creek R. R.  
 Fort Wayne, Cincinnati & Louisville R. R.  
 Fremont, Elk Horn & Missouri Valley R. R.  
 Grand Trunk Ry. of Canada.  
 Green Bay, Winona & St. Paul R. R.  
 Gulf, Colorado & Santa Fe Ry.  
 Hannibal & St. Joseph R. R.  
 Hartford & New York Transportation Co.  
 Houston, East & West Texas Ry.  
 Houston Belt & Magnolia Park R. R.  
 Illinois Central Ry.  
 Indiana, Bloomington & Western Ry.  
 Indianapolis & Vincennes R. R.  
 Intercolonial Ry.  
 Iowa Central Ry.  
 Jacksonville, Louisville & St. Louis R. R.  
 Kansas City, Fort Scott & Memphis R. R.  
 Kansas City, St. Joseph & Council Bluffs R. R.  
 Kansas City & Northwestern R. R.  
 Kansas City, Pittsburg & Gulf R. R.  
 Lehigh & Hudson River R. R.  
 Lehigh Valley R. R.  
 Little Rock & Memphis R. R.  
 Long Island R. R.  
 Louisville, Evansville & St. Louis Consolidated R. R.  
 Louisville, New Albany & Chicago Ry.

Louisville & Nashville R. R.  
 Merchants' & Miners' Transportation Co.  
 Milwaukee, Lake Shore & Western Ry.  
 Missouri, Kansas & Texas Ry.  
 Missouri Pacific Ry.  
 Monon Route.  
 Mobile & Ohio R. R.  
 Montana Central Ry.  
 Montank Steamboat Co.  
 National City & Otay R. R.  
 New England & Savannah Steamship Co.  
 New Haven Steamboat Co.  
 New Jersey Central R. R.  
 New & Sea Beach R. R.  
 New York, Chicago & St. Louis Ry.  
 New York & Greenwood Lake R. R.  
 New York, Lake Erie & Western R. R.  
 New York & New Jersey R. R.  
 New York, Ontario & Western R. R.  
 New York, Pennsylvania & Ohio R. R.  
 New York, Susquehanna & Western R. R.  
 New Bedford, Cottage City & Nantucket Steamship Co.  
 Newburg, Dutchess and Connecticut R. R.  
 Northern R. R. of New Jersey.  
 North Eastern R. R.  
 North Pacific Coast Ry. Co.  
 Ocean Steamship Co. of Savannah.  
 Ohio River R. R.  
 Old Dominion S. S. Co.  
 Peoria, Decatur & Evansville Ry.  
 Philadelphia & Reading R. R.  
 Philadelphia, Reading & New England R.R.  
 Pittsburgh, Shenango & Lake Erie R.R.  
 Pittsburg & Lake Erie R.R.  
 Poughkeepsie & Eastern R.R.  
 Queen & Crescent Route.  
 Quincy, Omaha & Kansas City R.R.  
 Reading R.R.  
 Richmond, Fredericksburg & Potomac R.R.  
 Rio Grande Western Ry.  
 Rock Island & Peoria Ry.  
 Saginaw, Tuscola & Huron R. R.  
 San Antonio & Aransas Pass R. R.  
 San Diego, Cuyamaca & Eastern Ry.  
 San Francisco & Northern Pacific R. R.  
 San Francisco & North Pacific Ry. Co.  
 San Francisco & San Joaquin Valley Ry. Co.  
 Savannah, Florida & Western R. R.  
 Seaboard Air Line R. R.  
 Silverton R. R.  
 Sioux City & Pacific R. R.  
 Sonoma Valley R. R.  
 South Carolina & Georgia Ry.  
 Southern Pacific Co.—Atlantic System.  
 Southern Pacific Co.—Pacific System.  
 Southern R. R.  
 Staten Island Rapid Transit R. R.  
 St. Joseph & Grand Island R. R.  
 St. Louis, Alton & Terre Haute R. R.  
 St. Louis, Arkansas & Texas Ry.  
 St. Louis, Iron Mountain & Southern Ry.  
 St. Louis, Keokuk & Northwestern R. R.  
 St. Louis, Southwestern R. R.  
 St. Louis & Hannibal R. R.  
 St. Louis & San Francisco Ry.  
 Terre Haute & Indianapolis R. R.  
 Texarkana & Ft. Smith Ry.  
 Texas Central Ry.  
 Toledo & Ohio Central R. R.  
 Toledo & Ohio Central Extension R. R.  
 Toledo, St. Louis & Kansas City R. R.  
 Tuckerton R. R.  
 Ulster & Delaware R. R.  
 Union Pacific Ry.  
 Union Pacific, Denver & Gulf Ry.  
 Valley Ry.  
 Washington & Columbia River R. R.  
 Western New York & Pennsylvania Ry.

West Shore R. R.  
Wheeling & Lake Erie Ry.  
Wisconsin Central R. R.  
Western Maryland R. R.  
Worcester & Shrewsbury R. R.  
Yazoo & Mississippi Valley R. R.  
Zanesville & Ohio River R. R.



Boston, November 22, 1895.

LEAGUE HEADQUARTERS,  
12 PEARL STREET, - - BOSTON, MASS.

#### Officers for 1895 and 1896.

*President*, A. C. WILLISON, Cumberland, Md.

*1st Vice-President*, GEO. A. PERKINS,  
15 Court Sq., Boston, Mass.

*2d Vice-President*, A. C. MORRISON,  
Pabst Brewing Co., Milwaukee, Wis.

*Treasurer*, A. E. MERGENTHALER, Fostoria, Ohio.

*Secretary*, ABOT BASSETT, 12 Pearl Street, Boston, Mass.

#### Standing Committees.

##### Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

##### Membership.

J. EMORY TIPPETT, Art Club, Boston, Mass.

W. A. HOWELL, Rockville, Conn.

GEO. D. LOCKE, Jerseyville, Ill.

##### Rights and Privileges

EVERETT SMITH, Schenectady, N. Y.

HERBERT W. KNIGHT, Newark, N. J.

W. C. MUNRO, 63 Grand Street, Walnut Hills,  
Cincinnati, Ohio.

##### Rules and Regulations.

H. E. RAYMOND, 236 Carroll Ave., Chicago, Ill.

ALBERT MOTT, Baltimore, Md.

W. W. WATTS, Louisville, Ky.

##### Improvement of Highways.

I. B. POTTER, Potter Building, New York City.

JAMES S. HOLMES, JR., Orange, N. J.

W. A. CONNELLY, Danville, Ill.

OTTO DORNER, Milwaukee, Wis.

LEVI CHUBBUCK, Kidder, Mo.

THOS. F. COOKE, Algona, Iowa.

G. W. COLE, 111 Broadway, New York.

##### Transportation.

W. M. BREWSTER, 835 Arch St., Philadelphia, Pa.

JOHN O. BLAKE, Chicago, Ill.

CHAS. A. SHEEHAN, New York City.

H. C. NICKERSON, 201 Washington St., Boston, Mass.

W. C. F. REICHENBACH, box 205, Topeka.

##### Racing Board.

GEO. D. GIDEON, 17 No. Seventh St., Philadelphia, Pa.

H. W. ROBINSON, 89 State St., Boston, Mass.

E. H. CRONINGER, 153 West St., Cincinnati, Ohio.

FRED GERLACH, Montauk Bldg., Chicago, Ill.

D. W. ROBERT, 2922 Washington Ave., St. Louis, Mo.

Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League

wheelmen to whom we may send the literature used for recruiting purposes.

#### DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below.

ALABAMA.—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phoenix.

ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

COLORADO.—Chief Consul, John A. McGuire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, box 1427, Denver.

CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DELAWARE.—Chief Consul, S. Wallis Merrihew, 407 South Clayton St., Wilmington.

DISTRICT OF COLUMBIA.—Chief Consul, Geo. W. Cooke, 3295 M. Street, N. W., Washington. Secretary-Treasurer, B. F. Larcombe, 218 7th St. S. E. Washington.

ILLINOIS.—Chief Consul, L. C. Jaquish, 183 South Canal St., Chicago. Secretary-Treasurer, A. J. Marrett, 509 Cleveland Avenue, Chicago.

INDIANA.—Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA.—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, E. Kostomlatsky, Oskaloosa.

KANSAS.—Chief Consul, W. W. Hooper, Leavenworth. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, Edward A. Newhans, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE.—Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 31½ Exchange St., Portland.

MARYLAND.—Chief Consul, J. A. Arnold, 404 S. Entaw St., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 9 E. Lexington St., Baltimore.

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Charles S. Howard, 15 Crawford St., Roxbury.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E. Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSISSIPPI.—Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, Geo. F. Bauer, Jackson.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Sieffken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, Room 69, Agency Building, Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, W. H. Toeple, 55 Flood Bldg., San Francisco.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

NORTH DAKOTA.—Chief Consul, Oscar S. Chenery, Jamestown.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

**OKLAHOMA.**—Chief Consul, Charles L. Wenner, Perry.  
**PENNSYLVANIA.**—Chief Consul, Samuel A. Boyle, Dist. Atty's Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

**RHODE ISLAND.**—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

**SOUTH CALIFORNIA.**—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer P. H. Lyon, 224 S. Spring St., Los Angeles.

**TENNESSEE.**—Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings Bank, Memphis.

**TEXAS.**—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

**UTAH.**—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

**VERMONT.**—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

**VIRGINIA.**—Chief Consul, A. A. O'Neill, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

**WASHINGTON.**—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

**WEST VIRGINIA.**—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

**WISCONSIN.**—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

**WYOMING.**—Chief Consul, C. P. Hill, Cheyenne.

**FOREIGN MARSHAL.**—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

(COMBINATION BLANK.)

## Application for Membership in the L. A. W.\*

**ABBOT BASSETT, Secretary, L. A. W.**

12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

References,.....

\* Write plainly, printing preferred, or enclose personal card.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

## CLOSE OF THE RENEWAL SEASON.

The renewal season closed June 30. After that date all renewal fees must be accompanied by the regular fine of 15 cents a month. Send \$1.75 to renew membership at any time during November.

## RACING BOARD.

### Transferred to Class B.

A. F. Wisnar, Waltham, Mass., under clause (b).

E. C. Barnes, Auburn, N. Y., under clause (b).

F. E. Mason, Auburn, N. Y., under clause (b).

H. E. Walton, Boston, Mass., under clause (g); Willard F. Hanks, Syracuse, N. Y., under clause (c), Sec. 4, Art. 7, By-Laws.

Fred A. Foell, Buffalo, N. Y., under clause (c), Sec. 4, Art. 7, By-Laws.

### Suspended Pending Investigation.

Casey Castleman, Los Angeles, Cal.

### Declared Professionals.

W. T. Bonfield, Indianapolis, Ind., clause (i).

Chas. Donnelly, East Ridge, N. H., clause (i).

J. H. Lane, Newkirk, Oklahoma Ter., clause (a).

### Suspensions.

For entering and riding under an assumed name, Geo. A. Eisenhart, Mulberry, Ind., for one year from Nov. 6.

### Sanctions Granted.

Nov. 30—Company I., 13th Regiment, N. G. N. Y., Brooklyn, N. Y.

Nov. 28—Peerless Cyclers, Woodland, Cal.

Nov. 28—Bakersfield Cycling Club, Bakersfield, Cal.

Jan. 1, 1896—Crown City Cycling Club, Pasadena, Cal.

Nov. 28—The New Berne Cycle Club, New Berne, N. C.

### Records Accepted.

50 miles, class A, unpaced, flying start, against time, 2 hours, 29 minutes 4-5 seconds, by William Becker, of Chicago, Ill., at Freeport, Ill., Oct. 17, 1895.

1 mile, Class B, unpaced, flying start against time, 2 minutes 2-5 seconds, by W. W. Hamilton, Denver, Col., Oct. 12, 1895.

1 mile, class A, paced, standing start, competition, 2 minutes 2 4-5 seconds, by C. C. Collins, Denver, Col.

$\frac{1}{2}$  mile, class B, unpaced, standing start, competition, 58 1-5 seconds, by C. M. Murphy, Denver, Col.

1 mile, class B, paced, standing start, competition, 1 minute 55 1-5 seconds, by C. M. Murphy and E. C. Bald, Denver, Col.

1 mile, class A, unpaced, flying start, against time, 2 minutes 5 1-5 seconds, by H. Clark, Denver, Col.

1 mile, quad., class B, unpaced, flying start, against time, 1 minute 47 4-5 seconds, by A. B. Stowe, E. W. Swanbrough, H. Dickson and H. E. Connibear.

$\frac{1}{2}$  mile, quad., class B, unpaced, flying start, against time, 51 seconds, by A. B. Stowe, E. W. Swanbrough, H. Dickson and H. E. Connibear.

$\frac{2}{3}$  mile, class B, paced, flying start, against time, 1 minute, 9 2-5 seconds, by C. R. Coulter, Louisville, Ky.

1 mile, tandem, professional, paced, flying start, against time, 1 minute 50 1-5 seconds, by Austin Brooks and A. E. Weinig, Louisville, Ky.

## NEW YORK STATE DIVISION.

## \$300.00 in Cash Prizes

for persons securing the largest number of new members in the New York State Division before Jan. 1, 1896.

*A New Ladies' Bicycle for the lady securing the largest number of new members.*

**GOLDEN OPPORTUNITY.**—This offer of prizes has excited so little competition that a very slight effort on the part of some "hustler" will secure the first prize of \$100 or the ladies' bicycle. Any member who will take the tour book and two or three numbers of the BULLETIN and devote the next few days to canvassing for new members can easily win one of the following cash prizes and that without sacrificing his "amateur status" or rendering himself liable to be transferred to "class B."

**OFFER OF PRIZES.**—The following offer of prizes was made by the executive committee of the New York State Division in order to enlarge the membership of the division, to increase its influence, to add to its working force, to advertise its work for better roads and its benefits to its members, to extend this work and to enhance these benefits:—

1. *A First Prize of \$100* will be paid to that member of our State division (man or woman) who obtains the largest number of paid applications for membership between April 30 and Dec. 31, 1895, both dates inclusive.
2. *A Second Prize of \$50* will be paid to the member obtaining the second largest number of paid applications in the same period.
3. *A Third Prize of \$40* for the third largest number.
4. *A Fourth Prize of \$35* for the fourth largest number.
5. *A Fifth Prize of \$25* for the fifth largest number.
6. *A Sixth Prize of \$20* for the sixth largest number.
7. *A Seventh Prize of \$15* for the seventh largest number.
8. *An Eighth Prize of \$10* for the eighth largest number.
9. *A Ninth Prize of \$5* for the ninth largest number.

**CONDITIONS.**—Each competitor must send his (or her) name, address and League number to the secretary-treasurer (W. S. Bull, No. 69 Agency Building, Buffalo, N. Y.) before beginning competition.

Blank applications for membership will be supplied to competitors in quantities as required on application (postal card request) to the secretary-treasurer as above.

An account will be kept with each competitor, and he or she will be credited regularly with the number of paid applications sent in.

No person shall, under any condition, be informed of the number of applications credited to any other competitor.

All applications for membership obtained by a competitor should be sent (with \$2 for each application) direct to Abbot Bassett, secretary, L. A. W., Boston, Mass.

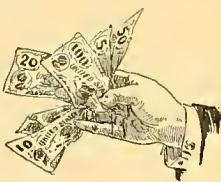
The competitor will receive credit for these applications, provided he sends the name and address of each applicant to the secretary-treasurer (W. S. Bull, No. 69 Agency Building, Buffalo, N. Y.) before the application is printed in the Bulletin.

*No application will be credited to any competitor unless a memorandum or notice thereof is sent by said competitor to the secretary-treasurer before it appears in the L. A. W. Bulletin.*

Blanks will be supplied to each competitor to simplify the work of making returns to the secretary-treasurer in this competition.

**Special Ladies' Prize.**

Any lady who is a member of the New York State Division (or who shall become a member before the award of prizes) may compete for either of the prizes above mentioned, and in addition may also compete for a special ladies' prize under the following offer:



The New York State Division will present to the lady who obtains the largest number of League members between the dates mentioned in the foregoing offer, a *new lady's bicycle* (pattern of 1896); the winner to be at liberty to select any high-grade American lady's bicycle of standard pattern, make, weight and equipment according to her fancy.

**Important Hints to Competitors.**

1. **COMBINE YOUR EFFORTS.** Any number of persons may combine in an effort to gain one of these prizes, or club members may work together jointly in the competition; but in such cases all the applications for membership sent in by the competing club or persons must be sent in the name of a single League member, and will be credited to the account of that member by the secretary-treasurer. The winner of a prize may divide it according to any agreement had between the several persons who assisted in winning it. The secretary-treasurer will not enter the name of a club or combinations of persons in the competitors' account, but only the names of individual competitors.

2. A single competitor may enlist the efforts of his (or her) club or friends in any part of the State to aid him (or her) in getting applications for membership, but in all cases the applications must be sent in by or in the name of the individual competitor.

3. Any lady member of the division (or any lady who may hereafter join the L. A. W. in this division) may compete for both the *special ladies' prize* and a *cash prize*, and will receive both in case of success. She may enlist and combine the efforts of her friends in obtaining applications for membership for her benefit, but all new members so obtained will be credited to the single competitor in whose name they must be sent.

4. Any number of applications may be sent at one time but the check, draft or P. O. money order must in all cases accompany the applications (\$2 for each application).

5. The utmost care must be taken by competitors to write clearly all names and addresses of applicants, so as to avoid mistakes.

6. *No competitor will receive credit for applications or money lost in the mails; but only for paid applications actually received by the secretary. Money should be sent by check, postal order, draft or registered letter.*

7. All applications must be sent in promptly and as soon as received. When a person makes application for membership he (or she) has a right to expect that it will be forwarded at once. All applications will be published in the L. A. W. BULLETIN, and by watching the columns of that paper, competitors may know when applications sent by them have been received and credited. *When personal acknowledgement is wanted, enclose self-addressed postal card to Sec. Abbot Bassett, 12 Pearl street, Boston, Mass., when you forward applications.*

W. S. BULL, Sec.-Treas.

69 Agency Building, Buffalo, N. Y.

## NEW YORK STATE DIVISION.

## Office of the Secretary-Treasurer.

*To all Members:*

**MAIL ADDRESSES.**—Complaints are being received at this office from members who failed to receive ballots for the annual mail vote. The ballots were mailed, to addresses given in the BULLETIN mailing list, to all duly qualified members on the roll of the division October 1st, as provided by the constitution.

Ballots addressed as follows were returned to this office by the postal authorities:

J. A. Moffat, box 29, Washingtonville, N. Y.; Henry Forthofer, Springfield, N. Y.; D. Broadwell, Dover, N. Y.; Park Spencer, box 207, Hayesville; Gustave Bushow, 14th st., Unionport, N. Y.; W. C. Holmes, 545 Franklin ave., Brooklyn, N. Y.; John Nielson, Mill st., New York, N. Y.; Mrs. Milton Sears, 2308 7th ave., New York; W. E. Boetzkes, Bay Parkway, Bensonhurst, N. Y.

Any member knowing the correct addresses of the above mentioned will confer a favor by supplying this office with the same.

Other members who failed to receive the mail vote are requested to send correct addresses at once.

If you know of any member who does not receive the BULLETIN regularly, or if you note incorrectly spelled names or wrong addresses in the list of new members published each week in the BULLETIN, do not fail to notify this office and also Secretary Abbot Bassett, 12 Pearl st., Boston, Mass.

**MONEY ENCLOSED.**—All members who enclosed money with applications for new members or orders for pins or button badges accompanied by stamps or money, with their ballots in the official mail vote envelopes, are informed that these envelopes, as provided by the By-laws, were not opened until Nov. 4th. All orders were filled Nov. 6th.

W. S. BULL, *Sec.-Treas.*,  
*N. Y. State Division, L. A. W.*

#### NEW YORK STATE DIVISION.

##### Office of the Secretary-Treasurer.

Certificates of election of League club representatives have been filed in this office as follows:

New York Bicycle Club, No. 1, New York City, Mr. Irving M. Charlotte.

Yonkers Bicycle Club, No. 10, Yonkers, Mr. G. W. Curran.

Albany County Wheelmen, No. 123, Albany, Mr. Wm. B. Phipps and Mr. James Bradford.

Hudson Bicycle Club, No. 385, Hudson, Mr. Malcolm Gifford.

Cohoes Wheelmen, No. 547, Cohoes, Mr. Thomas W. Neary.

W. S. BULL, *Sec.-Treas.*,  
*N. Y. State Division, L. A. W.*

#### MASSACHUSETTS ELECTION.

The returning board elected to count the votes cast in the Massachusetts election, report the following as the results of the balloting:

Whole number of votes cast, 3434

##### CHIEF CONSUL.

Sterling Elliott, Watertown, 3187  
Scattering, 7

##### VICE CONSUL.

D. Edward Miller, Springfield, 3157  
Scattering, 5

##### SECRETARY-TREASURER.

Alonzo D. Peck, Boston, 1921  
Chas. S. Howard, Boston, 1304  
Scattering, 1

Fifty-three voters cast ballots for both candidates, and all such were rejected.

##### REPRESENTATIVES.

George A. Perkins, Cambridge,	2238
Arthur K. Peck, Boston,	2206
Wm. G. Kendall, Quincy,	2159
Spencer T. Williams, Malden,	2142
Wm. C. Dillingham, Malden,	2141
Josiah S. Dean, South Boston,	2131
Allen W. Swan, New Bedford,	2080
Wm. W. Eddy, Fitchburg,	2079
Warner S. Doane, Arlington,	2038
A. G. Frothingham, Boston,	2008
Louis H. Adams, Springfield,	1991
John J. Fecitt, Roxbury,	1976
Fred I. Gorton, No. Attleboro,	1932
J. Emory Tipper, Boston,	1911
Hoyland Smith, New Bedford,	1845
George H. Stevens, Lowell,	1836
Fred S. McCausland, Somerville,	1814

Henry C. Nickerson, Winchester,	1785
George E. Patton, No. Adams,	1780
J. Fred Adams, Haverhill,	1778
Arthur W. Robinson, Charlestown,	1772
John C. Kerrison, Beachmont,	1759
H. E. Morine, Boston,	1737
Arthur O. Knight, Worcester,	1704
W. B. Chipman, Dorchester,	1692
Howard B. Emery, Roxbury,	1686
Charles L. Barker, Pittsfield,	1668
Frank P. Sibley, Revere,	1662

All of the above are elected. Ballots were cast for other candidates as follows:

E. H. Renches, Fall River,	1646
Harry Estey, Worcester,	1625
H. A. Churchill, Brockton,	1610
L. W. Piper, Newburyport,	1553
F. H. Shute, Gloucester,	1509
G. W. Tarbell, Boston,	1507
L. P. Jackson, Lynn,	1470
A. B. Totten, Taunton,	1468
J. B. Seward, Revere,	1458
H. M. Mansfield, E. Boston,	1452
C. G. Percival, Boston,	1378
G. L. Sullivan, Somerville,	1335
W. S. Atwell, Charlestown,	1329
F. H. McKee, Springfield,	1312
Andy McGarrett, Boston,	1044
J. M. McGinley, Boston,	1033
H. P. Mercer, Fall River,	979
Howard Geldert, Boston,	934
J. M. Linscott, Chelsea,	201
Alex Keltie, Roxbury,	188
Chas. P. Tucker, Hudson,	181
G. M. Richardson, Haverhill,	175
Scattering,	225

Rejected ballots: Unsigned, 79; more than 28 names marked, 18; 1358 votes were cast for S. P. Burns of Springfield. He is not a member of the L. A. W., and all of these were thrown out; 50 envelopes deposited later than Nov. 10 were not opened.

##### Fraternally,

ABBOT BASSETT,  
CHAS. E. BASSETT,  
BERTRAM HARRIOTT,  
E. M. THAYER,  
MARTHA M. EDWARDS,  
NINA COREY THAYER,  
E. FRANCOEUR WOOD,  
MARY E. CUMMINGS,  
HARRIET A. ELLIOTT,  
HELEN E. BASSETT,

*Returning Board.*

#### MASSACHUSETTS ANNUAL MEETING.

The annual meeting of the Massachusetts division board of officers will be held at Young's hotel, Boston, Mass., on the evening of Wednesday, Dec. 11, at 8 o'clock.

Delegates to the national assembly will be chosen.

Reports of committees will be heard, and much business of importance will come before the meeting.

##### Fraternally,

STERLING ELLIOTT, *Chief Consul.*

#### MASSACHUSETTS AMENDMENT.

I hereby give notice that at the meeting of the board of officers of the Massachusetts division, to be held Dec. 11, 1895, I shall move an amendment to the by-laws as follows:

Strike out Sect. 4 of Article XII. The section reads as follows:

SECT. 4. At any regular or special meeting of the board of officers any member may be represented by proxy, provided that the person holding the proxy shall also be a member of the board, and that no person shall be proxy for

more than three members. Proxies should be handed to the secretary-treasurer before the meeting, that they may be announced when the roll is called.

Fraternally,  
STERLING ELLIOTT.

### NEW HAMPSHIRE ELECTION.

The following is the result of the vote for board of officers for the year commencing Dec. 1, 1895.

*For Chief Consul:*

G. H. Phinney, of Manchester,	120
John M. Kendall, of Manchester,	28
Scattering,	5

*For Vice-Consul:*

F. C. Kellogg, of Nashua,	144
Scattering,	8

*For Secretary-Treasurer:*

F. E. Gale, of Concord,	116
O. H. A. Chamberlen, Manchester,	31
Scattering,	7

*For Representative:*

H. J. Taggart, of Manchester,	28
R. T. Kingsbury, of Keene,	50
Scattering,	5

Seventy ballots contained the names of two candidates for representative and were rejected.

This would not have changed the result as had they been counted, the vote would have stood:

R. T. Kingsbury,	107
H. J. Taggart,	91
Scattering,	13
Whole number of votes cast,	154

Sincerely yours, F. E. GALE, Sec.-Treas.

We, the undersigned, hereby certify that the ballots were opened in our presence, counted by us, and the above is correct.

(Signed) GEO. A. PLACE, No. 2331.  
FRED L. DOLE, No. 13,861.

CONCORD, N. H., Nov. 15, 1895.

### NEW JERSEY ELECTION.

Dear Sir,—The returning board of the New Jersey division, L. A. W., met to canvass the vote for the election of officers for the year, Dec. 1, 1895, to Dec. 1, 1896, in Trenton, Saturday, Nov. 16, and announce the following result:

Total vote cast, 726

CHIEF CONSUL.

Robert Gentle, 726

VICE CONSUL.

C. Frank Kireker, 725

SECRETARY-TREASURER.

James C. Tattersall, 726

STATE REPRESENTATIVES.

J. Bacher, Englewood,	726
E. H. Smith, Jersey City,	724
L. G. Salmon, Hackettstown,	725
James G. Lee, Trenton,	726
C. E. Teel, Plainfield,	725
Dr. A <sup>o</sup> J. Wright, Montclair,	726
W. S. Righter, Newark,	725
P. B. Lovell, Moorestown,	726
Dr. H. Iredell, New Brunswick,	726
Dr. H. Jackson, Salem,	726
W. T. Brown, Madison,	726

The above-named gentlemen are declared elected.

Respectfully submitted,  
JAMES C. TATTERSALL,  
Sec.-Treas.

Attest:

FRED G. WEISE,  
FRANK H. LALOR,  
W. E. WAGG,  
Returning Board.

### PENNSYLVANIA ELECTION.

Total ballots cast, 1412. Defective and illegal, 27.  
1st district, 445. 2d, 231. 3d, 209. 4th, 185. 5th, 218.  
6th, 124.

CHIEF CONSUL.

S. A. Boyle, Philadelphia,	1330
Jos. P. O'Brien, Erie,	15
Thomas Hare, Philadelphia,	2

VICE CONSUL.

T. J. Keenan, Jr., Pittsburg,	1295
Scattering,	9

SECRETARY-TREASURER.

J. J. Van Nort, Scranton,	1132
Chas. A. Mertens, Erie,	214
All representatives in 1st, 2d, 3d, 5th and 6th districts elected as follows:	

REPRESENTATIVES.

W. R. Tucker, Philadelphia,	420
P. S. Collins, Philadelphia,	422
C. A. Dimon, Philadelphia	404
A. H. Allen, Philadelphia,	421
A. H. MacOwen, Philadelphia,	410
J. J. Gessleman, Philadelphia,	413
Joseph Estoclet, Philadelphia,	412
Chas. G. Wilson, Reading,	210
C. H. Obreiter, Lancaster,	203
F. A. Gibson, Harrisburg,	207
J. J. McKee, Bethlehem,	208
C. A. Godfrey, Scranton,	188
Frank Deitrick, Wilkesbarre,	183
A. D. Knapp, Williamsport,	185

FOURTH DISTRICT.

Geo. T. Bush, Bellefonte,	68
J. E. Harder, Clearfield,	114
H. E. Bidwell, Pittsburg,	182
Jno. B. Taylor, Pittsburg,	179
Jos. C. Head, Latrobe,	172
S. Blaine Ewing, Washington,	172
Chas. A. Mertens, Erie,	118
C. W. Pearce, New Castle,	114
Scattering,	35

We have canvassed the above ballot and find it as recorded above.

H. C. WALLACE,  
SEWARD H. MURRAY, } Rules and Regulations  
P. S. COLLINS, Committee.  
SCRANTON, PA., Nov. 18, 1895.

### MISSOURI DIVISION, ROLL OF HONOR.

The following members have sent in the number of new members placed opposite their names, between Oct. 1 and Nov. 12, 1895:

B. F. Becker	3	H. V. Lucas,	4
H. W. Belding,	6	J. Littmann,	1
W. M. Butler,	15	S. Laupheimer,	4
John F. Bulfin,	1	E. L. Morgan,	3
C. H. Clarke,	1	A. N. Milner,	1
F. R. Cornwall,	1	W. W. Nisbet,	5
M. Conn, Jr.,	1	Sanford Northrop,	14
W. C. Crouse,	1	Geo. Oswald,	1
R. S. Chambers,	1	Geo. C. Oeters,	27
Chas. Espenschied,	2	Thos. S. Obear,	1
H. E. Green	1	B. F. Orear,	3
M. J. Gilbert,	2	Louis H. Ocker,	2
E. A. Grath,	1	H. R. Ohlsen,	1
W. A. Graeper,	1	D. L. Parish,	1
Geo. Gruenewald,	2	A. B. Pendleton,	1
Wm. H. Graham,	1	E. W. Pattison,	6
O. N. Greene,	2	C. A. Raven,	1
Wm. H. Gregg, Jr.,	7	Mark A. Ross,	3
Robert Holm,	3	D. W. Robert,	1
Jos. Hyman,	1	C. A. Schoene,	7
L. O. Hartman,	1	A. L. Seaman,	1

R. L. Hill,	2	W. H. Shipley,	2
M. S. Hutton,	1	W. G. Simmons,	2
B. F. Horton,	1	Jos. Stampfer,	1
F. H. Hesse,	1	R. M. B. Tidd,	1
C. C. Hildebrande,	1	Geo. S. Townsend,	1
E. N. Sanders,	1	H. G. Wolzendorf,	2
J. Kaufman,	6	M. R. Windhorst,	5
L. Kittlaus,	1	A. H. Woods,	1
E. A. Knapp,	1	Arthur Wyman,	1
H. T. Kent,	5		
		Total,	177

The attention of Missouri members is respectfully called to the above list. Why cannot more of us engage in the work of recruiting? The road book is now ready for immediate delivery, and it alone is worth more than the cost of membership. All the above work has been done by about 60 men. What are the rest of our 1,450 doing? We need "men and money."

W. M. BUTLER, *Sec.-Treas.*

#### NEBRASKA DIVISION.

Complying with the provisions of Section 1 of Article V., of the by-laws of this division, the annual meeting of the board of officers is hereby called for Dec. 21, 1895, at 8 P. M. Place of meeting will be in the parlors of the Omaha Wheel Club, Omaha, Neb. Fraternally,

J. E. EBERSOLE, *Chief Consul.*

OMAHA, Nov. 13, 1895.

#### OHIO DIVISION.

The election of the following League club representatives has been certified to me since my last report: No. 40, Canton Bicycle Club, E. J. DeVille; No. 589, Columbus Wheel Club, M. W. Bliss, Jr.; No. 226, Fostoria Bicycle Club, S. L. Ghaster; No. 256, Dayton Bicycle Club, J. Milton Finch; No. 211, Steubenville Cyclers, Geo. M. Crawford; No. 645, Crescent Club, Toledo, Ninian Elliott; No. 277, Chillicothe Wheelmen, C. G. Breinig.

Fraternally,

ARTHUR B. HOWSON, *Sec.-Treas.*

CHILlicothe, O., Nov. 16, 1895.

#### ILLINOIS DIVISION.

The undermentioned clubs have elected their representatives to the division board of officers. Illinois Cycling Club, Chicago: F. E. Sparks, 83 E. Randolph st., Chicago; F. Gerlach, 56-115 East Monroe st.; E. J. Porter, 408 Royal Insurance Building; W. A. Davis, 1068 Washington Bl'v'd. Danville Cycling Club: A. G. Woodbury, Danville. Peoria Bicycle Club: H. A. Morse elected to succeed J. A. Bush, just resigned.

A. J. MARRETT, *Sec.-Treas.*

#### UTAH ELECTION.

Adjourned meeting board of directors, Utah Division, L. A. W., at Wells, Fargo & Co.'s Bank. Chief Consul J. W. Neill in the chair. Members present, J. W. Neill, Geo. B. Brastow, and C. N. Butler by E. E. Winters proxy.

The following is the result of the voting:

	CHIEF CONSUL.	
C. N. Butler,	87	
R. L. Conely,	1	
	VICE CONSUL.	
W. S. Crismon,	88	
	SECRETARY-TREASURER.	
W. S. Evans,	88	

Moved by Mr. Winters and seconded by Mr. Brastow that the 27 printed ballots be not counted. Carried. Three ballots of non-members thrown out.

Adjourned. GEO. B. BRASTOW, *Secretary pro tem.*

SALT LAKE CITY, UTAH, Nov. 12, '95.

#### KANSAS DIVISION.

The annual election of officers resulted as follows: Chief consul, W. W. Webb; vice-consul, E. M. Geis; secretary treasurer, W. C. F. Reichenbach; representatives, R. C. Manley, M. H. Burt.

Elections held by League clubs for club representatives to division board: W. W. Hooper, Leavenworth Co. Wheelmen; H. G. Lesser, Topeka Athletic Ass'n Wheelmen.

Nov. 16, '95 W. C. F. REICHENBACH, *Sec.-Treas.*

#### MARYLAND ELECTION.

The following is the result of the Maryland election:

	CHIEF CONSUL.	
Conway W. Sams,	339	
	VICE-CONSUL.	
Alfred S. Niles,	341	
	SECRETARY-TREASURER.	
Robert H. Carr, Jr.,	343	

#### REPRESENTATIVES AT LARGE.

John T. Brooks,	344
J. Albert Arnold,	342

The total vote cast was 344. For chief consul, J. Albert Arnold and Edw. C. Wollman received one (1) vote each.

For vice-consul, Henry B. Gwynn and Howard A. French received each one vote.

For secretary-treasurer, Wm. J. Unverzagt received one vote.

ROBT H. CARR, JR., *Sec.-Treas.*

#### NORTH CALIFORNIA DIVISION.

##### Report of "Returning Board."

Board met in San Francisco, 7:30 P.M. Present: W. D. Sheldon, chairman; C. A. Elliot, E. L. Haller, R. M. Welch. Mr. Elliot was elected Secretary. For irregularities twenty-two votes were rejected.

The vote was then counted with the result as follows: For chief consul, F. A. Kerrigan, 485 votes; vice-consul, A. J. Powell, 177, H. F. Wynne, 307; secretary-treasurer, J. A. Desimore, 224, S. G. Scovern, 261; Representatives, F. K. Lippitt, 485, A. C. McKenry, 485, Geo. F. Neece, 485.

##### Officers Elected.

Chief consul, F. H. Kerrigan, vice consul, H. F. Wynne, secretary-treasurer, Stanley G. Scovern, San Francisco; representatives, F. K. Lippitt, Petaluma; A. C. McKenry, San Jose; Geo. F. Neece, Oakland.

Signed:

W. D. SHELDON,  
CHAS. A. ELLIOT,  
E. L. HALLER,  
R. M. WELCH.

SAN FRANCISCO, Oct. 21, '95.

#### WEST VIRGINIA.

Have appointed the following local consuls for West Virginia: Bernard Fishback, Charleston; Geo. D. Woodford, Philippi; Ellis P. Moore, Vaughan; James F. Rearick, Martinsburg, W. Va.

Yours respectfully,  
CHAS. H. GEIGER, *Chief Consul.*

#### ROHDE ISLAND REPRESENTATIVES.

The two L. A. W. clubs of Providence have elected club representatives to the Rhode Island division board of officers as follows: Rhode Island wheelmen, Howard L. Perkins and Percy A. Harden; Narragansett wheelmen, W. H. Roland.

NELSON H. GIBBS, *Sec.-Treas.*

**APPLICATIONS FOR MEMBERSHIP.**

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Nov. 22, 1895.

Total, 185 — 37,533.

**Arizona, 2 — 116.****Tucson C. C.**

90,386 Drachman, Herbert A. Tucson  
7 Hoff, Chas. F., box 120 "

**Arkansas, 1 — 239.****Unattached**

90,388 Wertheimer, Ed., box 282 Pine Bluff

**Connecticut, 1 — 946.****Unattached**

90,389 Holcomb, Dwight H., 2 Colony st Meriden

**Georgia, 1 — 13.****Unattached**

90,390 Goette, Fred W., 123 Cottage ave Macon

**Illinois, 8 — 1569.****Peoria B. C.**

90,391 Farr, L. A., 313 Franklin st Peoria  
2 Deitwig, Chas. H., 720 Monroe st "

**Unattached**

3 Bryan, Bert Marshall  
4 Cole, Lu. "  
5 Cole, Ed. "  
6 Dulaney, Harry B. Fort Sheridan  
7 Cornish, Capt. G. A.  
8 Harris, Lieut. Frank E. "

**Iowa, 1 — 734.****Unattached**

90,399 Ebersole, J. A., 510 Equitable bldg Des Moines

**Kansas, 7 — 452.****Abilene C. C.**

90,400 Johntz, J. Edw. Abilene  
1 Hurd, Paul, "  
2 Wilcox, F. A., care of Hodge Bros. "

**Salina B. C.**

3 Holmes, E. R. Salina  
4 Unattached

4 Elliott, J. R. Concordia  
5 Myers, Homer J., 26 N. Main st Hutchinson  
6 Bates, C. O. Winchester

**Massachusetts, 9 — 5892.****Mass. Bi-Club**

90,407 Jackson, Joseph, 90 Chauncy st Boston  
8 Nicholson, Joseph, 127A Tremont st "

90,409 Freeman, Benj. B., 74 Ellery st Cambridge  
410 Mattern, Fred'k R., 32 Clive st Jamaica Plain

**Unattached**

1 Stetson, Frank E., 93 Mt. Vernon st Boston  
2 Hyatt, Alphens, Frances ave Cambridge  
3 Simpson, Dr. Geo. F. North Adams  
4 Morse, Frank A. S., box 444 Winchendon  
5 Wood, Geo. F. "

**Michigan, 1 — 693.****Unattached**

90,416 Ward, Frank W. Battle Creek

**Missouri, 18 — 1497.****Century R. C.**

90,417 Cuendet, Eugene, Jaccard Jewelry Co. St. Louis

**Unattached**

8 McCutcheon, Howard, 800 Delaware st., Kansas City  
9 Clapp, Miss Marie N., 1407 Frances st St. Louis  
420 Fishback, L. M., 4029 Washington ave "  
1 Von Harten, E. N., Waters, Pierce Oil Co. "  
2 Hunicke, Felix H., 624 Washington ave "  
3 Huhn, Alfred, t802 Lafayette ave "  
4 Lee, John F., 411 Olive st "  
5 Parker, Geo. T., Scarratt Furn. Co. "  
6 Selkirk, Alex A., 206 N. 6th st "  
7 Short, William, 3692 Pine st "  
8 Williams, F. F., Medart Pat, Pulley Co. "  
9 Gore, Chas. H., 45 Laclede bldg. "  
430 Howe, F. G., 916 Olive st "  
1 Jenkins, B. C., 2916 Pine st "  
2 Kilgen, R. F., 813 Chestnut st "  
3 Neidringhaus, Alex, 4409 Pine st "  
4 Shallcross, Wyatt, 419 W. 4th "

**New Hampshire, 1 — 252.****Unattached**

90,435 Hardman, Fred H., 136 Islington st Portsmouth

**New Jersey, 16 — 2434.****Belleville W.**

90,436 Higgs, Harry Belleville  
7 Paulsen, Seiger "  
8 Rathbun, Chas. E. "  
9 Macdonald, Rob't G. (P. O., 222 W. 23d st N. Y. C.) Belleville

440 Nealy, Charles M., 823 Ridge st Newark

**Montclair W.**

1 English, C. W., 112 Park st Montclair  
2 English, Arthur S., 6 James st "

**Unattached**

3 Anderson, A. D., box 212 Lambertville  
4 Connor, J. H., 95 Walnut st Montclair  
5 Christensen, Edward, 136 Watching ave "  
6 Halsey, Levi W., M. D., 49 Church st "  
7 Henke, Wm. O., 95 Walnut st "  
8 Jefferson, Thomas, 68 Hawthorne pl "  
9 Stevens, Geo. C. Summit  
450 Mancini, John, box 14 Upper Montclair  
1 Slayback, David Verona

**New York, 67 — 9589.****Amsterdam W.**

90,452 Rulison, E. T., 8 Market Amsterdam

**Kings Co. W.**

3 Biershenk, John, 1188 Fulton Brooklyn

**Lady Tourists**

4 Keeler, Mrs. R. J., 535 3d st Brooklyn

**Press C. C.**

5 Roberts, Eugene C., 16 White bldg Buffalo

**Met'n C. C.**

6 Peters, Wm. K., 20 W. Houston st New York

<b>Century C. C.</b>		
90,457	Cook, John J., 74 So. Water st	Poughkeepsie
8	Mitchell, Chas. S., 20 Grand st	"
9	Taylor, Fred A., 272 Mansion	"
460	Twill, C. P., 64 Worrall ave	"
<b>Unattached</b>		
1	Finch, Caleb, 96 Bradford st	Albany
2	Sherwood, John E., 256 Hamilton st	"
3	Cadmus, George G., 480 7th st	Brooklyn
4	Coogan, Geo. W., 535 3d st	"
5	Hadley, Chas. W., 101 Newell st	"
6	Intemann, Albert, 527 Clinton st	"
7	Kittredge, S. D., 22 Hamilton ave	"
8	Nichols, T. Benj., 42 Oakland st	"
9	Stratton, Wm. A., 28 Third pl	"
470	Smithers, Jos. F., Jr., 129 Berkeley pl	"
1	Keeler, R. J., 535 3d st	"
2	Aldridge, Fred' T., 471 Clinton ave	"
3	Johnson, J. Isaac, 44 Windsor pl	"
4	Roth, Theo. W., 497 3d ave	"
5	Ruhl, J. G., 168 Keap st	"
6	Sturges, P. H., M. D., 145 7th ave	"
7	Beecher, Theodore, 73 West Eagle st	Buffalo
8	Bennett, Lewis J., 354 Depew ave	"
9	Cohn, Jos. M., 2070 Delaware ave	"
480	Stickney, Chas. D., 286 Ashland	"
1	Lewin, Adolph	College Point
2	Shaver, Miss Blanche	Cobleskill
3	Angle, W. G.	"
4	Hunt, Willard, I., Main	Freehold
5	Reilly, F. J.	Princes Bay
6	Beaver, William, 364 West 52d st	New York
7	Bowne, J. B., 108th st., W. Boulevard	"
8	Fagg, Clarence, 305 Bowery	"
9	Holman, Horace H., 4 Stone st	"
490	Pell, Thomas N., 346 Broadway	"
1	Winne, D. Malcolm, 54 Franklin st	"
2	White, Charles H., 511 Madison ave	"
3	Benson, E. J., 150 West 74th st	"
4	Blish, C. F., 162 West 105th st	"
5	Cowdin, Mrs. Winthrop, 28 East 9th st	"
6	Furman, Miss V. D. H., 17 West 11th st	"
7	Morton, Washington, 95 Broad st	"
8	Reilly, Owen, 339 East 16th st	"
9	Belding, M. M., 455 Broadway	"
500	Deshon, Chas. A., 237 Broadway	"
1	Emerson, George H., 114th st and Morningside ave., New York	"
2	Foot, E. B., Jr., box 788	New York
3	Morgenthaler, Henry, 33 West 74th	"
4	Robertson, Walter P., 244 East 15th st	"
5	Roome, Miss Katherine H., 114 West 86th st	"
6	Warner, James H., 130 Broadway	"
7	Farrand, Oliver M., 238 West 113th st	"
8	Murphy, M. H., 237 West 11th st	"
9	Nugent, Andrew, 69 W. 102d st	"
510	Pettigrew, R. H., Jr., 162 W. 97th st	"
1	Standish, Mrs. Myles, 27 Fifth ave	"
2	Shattuck, H. W., 45 Maiden lane	"
3	Sheppard, Wm. H., 235 W. 125th st	"
4	Trainer, Robert B., 224 Lexington ave	"
5	Van Doorn, F. B., 144 W. 65th st	"
6	Foot, H. T., box 666	New Rochelle
7	Latham, C. H.	Norwich
8	Bleeker, P. McD., box 28	Staatsburgh
<b>North California, 7 — 902.</b>		
<b>Olympic Club W.</b>		
90,519	Fonge, George, 9 Centre market	San Francisco
520	Fuller, Frank W., 21 Front st	"
1	Haley, Wm. H., 2207 Fillmore st	"
2	Hunter, L. C., 1216 Washington st	"
<b>Ter. City W.</b>		
3	Conway, Michael, 538 E. Fremont st	Stockton
4	Yost, Charles H., 506 E. Fremont st	"
5	Salbach, Ed.	"
<b>Ohio, — 31 + 1 = 1,718.</b>		
<b>Lobdell C. C.</b>		
90,526	Dawes, Rufus C.	Marietta
7	Flanders, C. L., box 225	"
<b>Unattached</b>		
8	Illies, Hermann, 242 Seneca ave	Alliance
9	Morgan, A. P., Morgan Eng. Co.	"
530	Hankey, Jno. R.	Bowling Green
1	Fletcher, C. E., 647 N. Main	Fostoria
2	Fletcher, Herman E.	"
3	Lytle, Fred D., 507 Columbus ave	"
4	Adams, R. H., 342 Huron st	Toledo
5	Brown, H. L., 56 Produce Exchange	"
6	Clark, W. J., Clark & Terhune	"
7	Davis, Geo. W., 2d Nat'l Bank	"
8	Hill, Geo. B., Woolson Spice Co.	"
9	Henry, Arthur, 142 Summit	"
540	Hattersley, Chas. E., 573 Oakwood ave	"
1	Hunt, Rev. Emory W., 400 Irving	"
2	Hall, Chas. F., Dep. Oil Inspector	"
3	Ketcham, Geo. H., Valentine bldg.	"
4	Lawton, C. R., 2109 Jefferson st	"
5	Locke, Robinson, <i>The Blade</i>	"
6	Melvin, James, 225 Summit st	"
7	Meyers, W. G., 1314 Wisconsin st	"
8	Orwig, George B., 56 Produce Exchange	"
9	Rosenfeld, Albert, 136 10th st	"
550	Scadding, Rev. Chas., Trinity Church	"
1	Shunck, Hugh F., 57 Produce Exchange	"
2	Thompson, Herbert J., Toledo Cycle Sup. Co.	"
3	Todd, J. V., 309 Gardner bldg	"
4	Willis, P. S., care Woolson Spice Co.	"
5	Wilcox, M. I., Mer. Nat'l Bank	"
6	Williams, J. J., Mer. Hotel St. Claire	"
<b>Pennsylvania, 10 — 4,422.</b>		
<b>Unattached</b>		
90,557	Hinkson, T. Edwin, 609 W. 7th st	Chester
8	Howe, Fred W.	Danville
9	Wister, Chas. J., Jr., 5109 Pulaski ave, Germantown	"
560	Feeason, Wm. F., 104 S. 5th st	Philadelphia
1	Getchell, Frank H., M.D., 1432 Spruce st	"
2	Shapleigh, Waldron, 2223 Trinity pl	"
3	Muller, Philip R., 1035 Chestnut st	"
4	Bailey, Julius A.	Wayne
5	Johnson, Richard H.	"
6	Smedley, Dr. Chas. D.	"
<b>Rhode Island, 1 — 600.</b>		
<b>R. I. W.</b>		
90,567	Goodwin, C. K., 1163 Elmwood ave	Providence
<b>Tennessee, 2 — 101.</b>		
<b>Unattached</b>		
90,568	Place, H. J., 20 Hernando st	Memphis
9	Williams, Claire S., 156 Polk st	"
<b>APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.</b>		
<b>Ohio, 1.</b>		
<b>Unattached</b>		
90,570	Chaffee, W. L. (P. O. Pope Mfg Co., Hartford, Ct.), Fostoria	
<b>NEW LEAGUE CLUBS.</b>		
644	Binghamton League of American Wheelmen, N.Y.	
645	Crescent L. A. W. Club,	Toledo, O.
646	Terminal City Wheelmen,	Stockton, Cal.
647	Union Wheelmen of the Bethlehems,	Bethlehem, Pa.

QUERIES AND ANSWERS

No. 87,540 writes:

I am riding a 65 gear and use a  $6\frac{1}{2}$ -inch crank. This is a very easy-riding wheel, but I have often felt annoyed by being passed on the road by men of *inferior* physique but evidently *superior* gear. Do you think a wheel equipped with an 8-inch crank and 80 gear would be as easy to push as my present mount or nearly so?

Ans. The length of crank is measured from the centre of the crank shaft to the centre of pedal pin. Since  $6\frac{1}{2}$  is to 65 as 8 is to 80, two wheels geared as above, all other things being equal, would run with the same amount of power."

No. 77,097, Barre, Vt.:

Thanks for your kind words. Think all the time. Talk whenever you find listeners, and vote as often as you get a chance.

No. 87,752, Schenectady:

Read the answer to "James" once more, and think it over carefully. It is supposed to be about the correct thing. Read also the communication from No. 39,796 in this issue, relating to "Speed and Gear." We thank you for your kind words.

No. 76,978, Butler, Pa., writes:

If your suggestion, "Never attempt to rub mud off a finished surface without soaking it first," on page 25 in BULLETIN of Nov. 8, is directed to the man who drives the sprinkling cart, it is unnecessary, as he certainly does not attempt to rub it off, although he is continually soaking it.

No. 58,476:

No, we intended to say eighteen twenty-thirds, but the printer couldn't read our "copy," and there you are. We are now attending a night school, however, and trust no more errors will creep in. Glad to note you read the paper so closely.

Nos. 79,797; 89,100; 70,698, and a score of others:—Leverage is measured from the centre of the crank pin. We regret we have not the space to devote to your interesting delineations of the fact.

PROFESSIONALS are best—especially if it is road-builders we are talking about.

### THE BEE AND THE BOOTBLACK.

The busy bee has made a name  
By sticking to his job.  
And none would of his well-earned fame  
The little insect rob.

The bootblack imitates the bee,  
And tries for wealth and power,  
Which may be his sometime if he  
Improves each shining hour.

WE don't object to people *keeping* dogs, its letting them *run out* that we most dislike.

IT's a long lane where there's no good going for the tired horse.

THE larger the tire on the wagon, the less the tire of the horse.

### Alas! They Can't.

If horses could join it wouldn't be long  
Till the League would be fully a million strong,  
For horses have sense and they know that the roads  
Should be made smooth and hard for the hauling of loads.

TRUTH is a torch, but a terrific one; therefore we all try to reach it with closed eyes, lest we should be scorched.—*Goethe*.

IT must make an old horse feel still older to have his teeth placed on file.

### Then and Now.

And so they wed. Unhappy knot!  
He's burdened with distress;  
He knows now what a fearful lot  
It takes to make a dress.  
But he, poor man! how could he know,  
While wooing by the sea,  
Since there was little there to show  
Such things would ever be.

Not a week passes that the "Century Wheelmen of New York" do not receive from four to ten applications for membership. Thirty-seven new members were elected the first month of their occupancy of their new club house, 310 West 53d street, and from the way the applications are coming in, the second month will not be far behind the first. There must be something irresistible about this club the way the membership keeps increasing, especially at this time of the year when some wheeling clubs are winding up their affairs and going out of existence.

### MY BAROMETER.

My Lucy's eyes  
Are summer skies  
Whene'er her heart is light and cheery,  
But when she's sad  
The weather's bad  
And all my skies are dark and dreary.

**NOTE.**—The Larkin Co. never disappoint. They create wonder with the great value they give for so little money. A customer once is a customer always with them.—*Christian Work.*

**NOTE.**—We shall be glad to answer questions about the Larkin Co.'s offers. Members of the *Observer* staff have tried their goods and can heartily recommend them.—*New York Observer.*

NOTE.—We have bought and used the above goods for years, and know they are all that is claimed for them. Every offer made above is fully carried out. The Company are reliable.  
*—Christian Uplook.*

**NOTE.**—We have examined the goods and premiums and know they give satisfaction, and also know that the Larkin Soap Mfg. Co. are reliable in every way and fulfil all promises advertised above.—*Ed. Instructor.*

**NOTE.**—The publishers of this paper would not insert this advertisement unless they had confidence in the Larkin Soap Mfg. Co., and knew the offers made above were fully carried out in every particular.—*Boston Household*

**NOTE.**—We have investigated the propositions in above advertisement, and are satisfied that the goods offered are worth more than price charged, and that the Company will do all they agree to.—*The Churchman*.

NOTE.—The publishers of the *Ladies' Standard Magazine* have inspected the goods and premiums, and know they give satisfaction, and also know that the Larkin Soap Mfg. Co. are reliable in every way, and fulfil all their promises as advertised above.

**NOTE.**—We are personally acquainted with Mr. Larkin, of the Soap Manufacturing Company of Buffalo; have visited their factory, seen their goods and premiums offered, and we know that they are full value. The only wonder is that they are able to give so much for so little money. The Company are perfectly reliable.—*The Evangelist.*

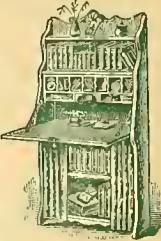
NOTE.—For the Soaps manufactured by the Larkin Mfg. Co. we have heard many expressions of satisfaction and commendation. Knowing what we do we recommend the Company with confidence.—*North-western Christian Advocate*.

NOTE.—Several of our friends have ordered and used the goods above offered and they are very much pleased with them. The Company are entirely responsible.—*Twentieth Century.*

# FREE WITH A COMBINATION BOX OF "SWEET HOME" SOAP.

MOST POPULAR EVER MADE.

Number in use exceeds any other one article of furniture. Has gladdened half a million hearts. **Solid Oak** throughout, hand-rubbed finish. Very handsome carvings. It stands 5 ft. high, is  $2\frac{1}{2}$  ft. wide, writing bed 24 inches deep. Drop leaf closes and locks. A brass rod for curtain.



# "CHAUTAUQUA" ROCKER AND RECLINING CHAIR

fort. It is built of oak, polished antique finish, with beautifully grained three-layered veneer back. The seat, head and foot rests are upholstered with silk plush in crimson, old red, tobacco brown, old gold, blue or olive, as desired. It is very strong and perfectly simple in construction. It is fully guaranteed.



It can be adjusted to any position, and changed at will by the occupant while reclining. A synonym of luxurious ease and comfort, beautifully grained three-pholstered with silk plush olive, as desired. It is very highly guaranteed.

# "CHAUTAUQUA" OIL HEATER

Heats a large room in coldest weather, will quickly boil a kettle or fry a steak. Very large Central Draft. Round Wick, Brass Burner, heavy embossed Brass Oil Fount, richly nickel-plated. Holds one gallon, which burns 12 hours. Handsome Russia Iron Drum. Removable Top. Unites every good quality approved to date.

Our soaps are sold entirely on their merits with a guarantee of purity. Thousands of families use them, and have for many years, in every locality, many in your vicinity.

#### **OUR GREAT COMBINATION BOX.**

100 BARS "SWEET HOME" SOAP	\$5.00	1-4 DOZ. LARKIN'S TAR SOAP	.45
Enough to last an average family one full year. For all laundry and household purposes it has no superior.		Infatigable Preventive of dandruff. Unequalled for washing ladies' hair.	
10 BARS WHITE WOOLEN SOAP	.70	1-4 DOZ. SULPHUR SOAP	.45
A perfect soap for flannels.		1 BOTTLE, 1 OZ., MODJESKA PERFUME	.30
9 PKGS. BORAXINE SOAP POWDER (full lbs.)	.90	Delicate, refined, popular, lasting.	
A unequalled laundry luxury.		1 JAR MOOJESKA COLD CREAM	.25
14 DOZ. MODJESKA COMPLEXION SOAP	.60	Soothing. Cures chapped skin.	
Exquisite for ladies and children. A matchless beautifier.		1 BOTTLE MOOJESKA TOOTH POWDER	.25
1-4 DOZ. OLD ENGLISH CASTILE SOAP	.30	Preserves the teeth, hardens the gums, sweetens the breath.	
14 DOZ. CREME OATMEAL TOILET SOAP	.25	1 PACKET SPANISH ROSE SACHET	.20
14 DOZ. ELITE GLYCERINE TOILET SOAP	.25	1 STICK NAPOLEON SHAVING SOAP	.10
All for \$10.00. (You get the Premium		THE CONTENTS, BOUGHT AT RETAIL, COST	\$10.00
you select Gratis.)		PREMIUM WORTH AT RETAIL	\$10.00
			\$20.00

Subscribers to this Paper may use the Goods 30 Days before Bill is Due.

**After trial** you—the consumer—pay the usual retail value of the Soaps only. All middlemen's profits accrue to you in a valuable premium. The manufacturer alone adds **Value**; every middleman adds **Cost**. The Larkin plan saves you *half* the cost—saves you half the regular retail prices. Thousands of readers of this paper know these facts.

If after thirty days' trial you find all the Soaps, etc., of unexcelled quality and the Premium entirely satisfactory and as represented, remit \$10.00; if not, notify us goods are subject to our order, we make no charge for what you have used.

Many people prefer to send cash with order—it is not asked—but if you remit in advance, you will receive in addition to all extras named, a nice present for the lady of the house, and shipment day after order is received. Your money will be refunded without argument or comment if the **Box** or **Premium** does not prove all expected. We guarantee the safe delivery of all goods.

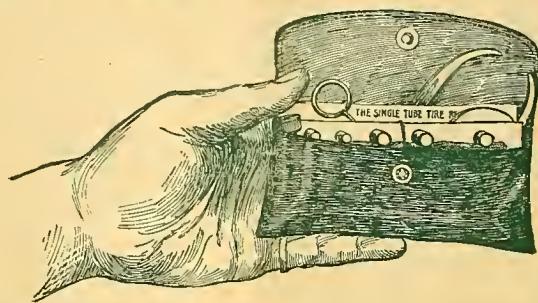
Booklet Handsomely Illustrating other Premiums sent on request.

Estab. 1875. Incor. 1892.

THE LARKIN SOAP MFG. CO., Buffalo, N. Y.

Mention "L. A. W. Bulletin and Good Roads."

# Put it in Your Pocket



This convenient, serviceable Repair Kit is the result of years of costly experiment. It contains everything needed for quickly and permanently repairing Single-Tube Tires and should be in the pocket or tool-bag of every rider. Ask your dealer for the

## Hartford Single-Tube Tire Repair Kit

**50c.**

It is built for business—like the Hartford Single-Tube Tires that all are clamoring for. "One always rides home on Hartford Single-Tube Tires."

**Hartford Rubber Works Co.**  
Hartford, Conn.

Chicago Office,  
335 Wabash Ave.